GUACANAGARI PONTIAC BLACK HAWK
MONTEZUMA CAPTAIN PIPE KEOKUK
GUATIMOTZIN LOGAN SACAGAWEA
POWHATAN CORNPLANTER BENITO JUAREZ
POCAHONTAS JOSEPH BRANT MANGUS
SAMOSET RED JACKET COLORADAS
MASSASOIT LITTLE TURTLE LITTLE CROW
KING PHILIP TECUMSEH SITTING BULL
UNCAS OSCEOLA CHIEF JOSEPH
TEDYUSKUNG SEQUOYA GERONIMO
SHABONEE

TO PERPETUATE THE HISTORY AND DEVELOPMENT OF THE PEOPLE REPRESENTED BY THE ABOVE CHIEFS AND WISE MEN THIS COLLECTION HAS BEEN GATHERED BY THEIR FRIEND

EDWARD EVERETT AYER

AND PRESENTED BY HIM
TO
THE NEWBERRY LIBRARY
1911

REPORT OF EXPLORATION & INVESTIGATION ALONG CANADA'S ARCTIC COAST LINE FROM THE DELTA OF THE MACKENZIE RIVER TO HUDSON BAY

1925-1926

BY MAJOR L. T. BURWASH, M.E., F.R.G.S., EXPLORATORY ENGINEER
N.W.T. & Y. BRANCH, DEPT. OF THE INTERIOR

The Exploring Civil Servant: L. T. Burwash

From the Winnipeg Free Press

THE name "Burwash" became synonymous with sound information about the Canadian Arctic because Major Lockie T. Burwash had come to know the Arctic as others could get to know it. Many have traversed the Arctic regions, but he mushed them scientifically. He knew them from Baffin Strait to the Behring Sea, and was full of the explorer's knowledge of what was to be found in that vaster part of Canada.

Burwash came out of the office of the gold commissioner in the Yukon, and so joined many young men whose exploratory and mining careers began in the same service. By preferring to remain a civil servant, his career illustrated how a government can have world knowledge added to while retaining the services of a profoundly versed public servant.

The regions beyond the tundra where Burwash explored seemed far-off and desolate, but when brought near to hand by transport through the air, Burwash proved their desolation to be relative and their resources to be vast. They were revealed by him to be repositories of wealth concealed in a pre-Cambrian shield which did not, as had been thought, hang like an eaves-pipe over the Prairies, but unrolled to the Arctic coastline, and beyond that into the Arctic Islands which are a part of this Dominion.

When Burwash was appointed Arctic Commissioner nine years ago he had long eschewed the fame associated with men who had done less exploring, but he had furnished the Government of the Dominion with invaluable records in the reports he submitted after his arduous trips of observation and discovery. He had an office at Ottawa, but most of his life was lived in the Arctic. Seeing for himself, finding out in the terrain itself, he saw and found for the world, and his reports have often been the guides followed by prospecting parties who have reaped fabulous wealth from the indications he recorded.

The explorer Burwash was a splendid servant of Canada, but to him befell one of the most interesting duties associated with the whole history of Arctic exploration and discovery. His finds in connection with the mission given him 10 years ago by the Government to ascertain the facts about some supposed relics of Sir John Franklin's expedition, created much geographical interest.

And it is very probable that those tattered remnants brought back by Burwash as he was flown two thousand miles along the Arctic coastline, are the last bits of conclusive evidence likely ever to be found of the Franklin parties. The adventurer in this shrewd, physically robust, and scientifically learned man, could not have been more honored than to crown his active exploration by performing this tribute of discovery to an expedition whose fate remained one of the baffling mysteries of the entire Arctic.

Burwash's death leaves a gap in the hardy Canadians who taught geography to their fellow countrymen and revealed untold natural resources to the industry of the world.

[illegible]st 1941 New[illegible]

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ERRATA

Page	3,	line 21	- for "failed" read "sailed".
"	5,	" 9	- insert "was" after "passage".
"	6,	" 1	- for "their" read "its".
"	28,	" 19	- for "premature" read "primitive".
"	29,	" 11	- for "places" read "place".
"	34,	" 6	- for "had" read "has".
"	34,	" 7	- for "would" read "will".
"	35,	" 11	- for "indications" read "[illegible]ion".
"	45,	" 7	- for "were" read "i[illegible]".
"	45,	" 7	- for "which" read "where".
"	46,	" 6	- omit "as".
"	49,	" 16	- for "which" read "that".
"	58,	" 17	- omit "are".
"	59,	" 15	- for "have" read "has.
"	60,	" 5	- omit "but".
"	75,	" 11	- omit "but".
"	87,	" 3	- for "though" read "thought".
"	94,	" 16	- for "has been" read "is".
"	96,	" 16	- for "dreaded" read "decided".
"	98,	" 16	- for "of" read "in".
"	104,	" 6	- after "Quashi" insert "was".
"	105,	" 7	- for "her" read "here".
"	106,	" 6	- for "cars" read "[illegible]ars".
"	106,	" 22	- for "has" read "had".
"	110,	" 18	- for "fett" read "feet".
"	111,	" 20	- insert "beam" after "our".
"	112,	" 19	- for "was" read "are".
"	116,	" 6	- for "disembarked" read "disembark".
"	119,	" 18	- insert "company" after "the".
"	120,	" 23	- for "are" read "is".
"	126,	" 22	- for "their" read "its".

Appendix - page 4, line 13 - insert "exist" after "wolves".

gust 1941, New Ye

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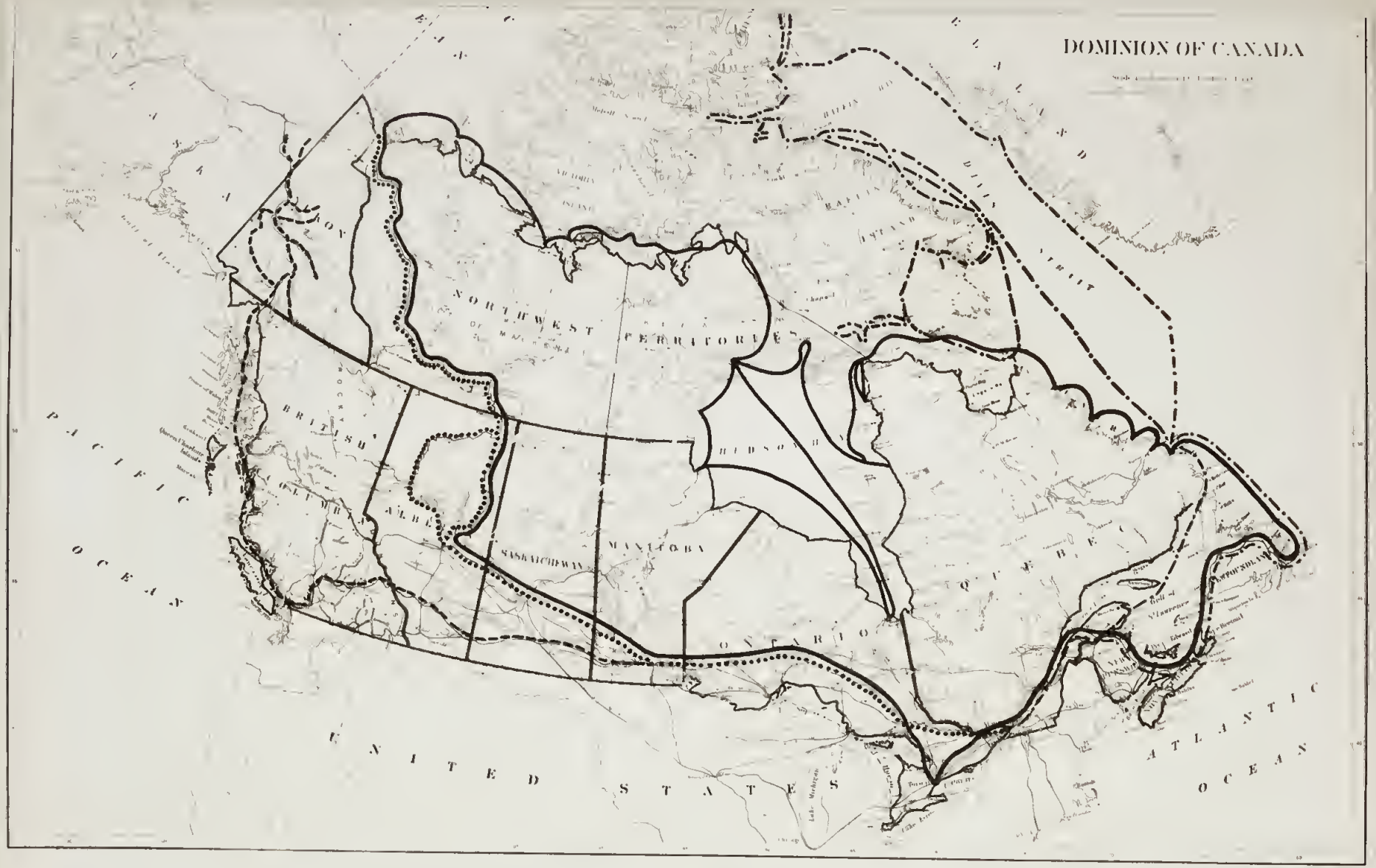


ROUTES TRAVELLED BY L.T.BURWASH

PRIOR TO 1914
1921—1922
1923—1924
1925—1926

PREPARED BY C.N.W.T. & YUKON BRANCH

INTRODUCTION

The unknown, with its eternal lure is ever beckoning the more adventurous and throughout history, to those who answer the call, must be credited much of the knowledge of today for whether the mystery is in hidden lands, unknown sciences, or in other obscure fields it has for some an attraction which is irresistible and to those who follow the call must be given what honour may be for the outstanding additions to our stores of information.

No better exemplification of this can be advanced than the call of the great Northland which has drawn so many, leading some to fame, some to death, but few to fortune.

The names of Ross, Parry, Franklin, Back, Richardson, Dease, Simpson, Rae and M'Clintock are prominent among those who have given to the North their best years and efforts even to the last great sacrfice and to them we owe our first knowledge of Canada's hinterland from Hudson Strait to Point Barrow. In 1821 Franklin explored Coronation Gulf from Kent Peninsula to the

....entrance...

entrance of Coppermine River. In 1825-26 he conducted another expedition in conjunction with Back and Richardson. Franklin proceeded westward from the mouth of the Mackenzie River to Gwydyer Bay; Richardson starting from the same point traversed the coast eastward to the west end of Coronation Gulf. In 1829-32 Ross conducted extensive explorations on Boothia Peninsula and in 1834 Back explored the coast line in the vicinity of Back River and Chantrey Inlet. In 1837-39 Dease and Simpson working from the northeast end of Great Slave Lake, explored the north and south shores of Victoria Strait as far east as Murchison River and later the coast line from Gwydyer Bay to Point Barrow. In 1846-47 and 1853-54 Rae went from Frozen Strait westward across Rae Isthmus exploring the east and west shores of Committee Bay. He also explored the greater part of the southern shore of Victoria Land from Cape Collinson west to Cape Baring.

It had long been the desire of the Admiralty to find a sea-way or North West Passage from Hudson Strait to Bering Sea and on the 19th May, 1845, Franklin, with two ships, the "Erebus" and "Terror", each with 69 officers and men on board, set sail from the Thames. The ships were

....last seen...

last seen on July 25th, by "The Prince of Wales" whaler, moored to an iceberg in latitude 74 degrees 48' N., L longitude, 63 degrees 13' W. (near the south entrance of Melville Bay), waiting for an opportunity of entering or of rounding the "middle ice", and making for Lancaster Sound. Franklin had been directed by the Admiralty to proceed with all despatch into Lancaster Sound and, passing through it, to push on to the westward, in the latitude of 74 degrees, 30' N., without examining any opening northward, as, the object of the expedition was to find a sea-way southward to the shores of America. When he should reach the longitude of Cape Walker about 98 degrees west, he was to use every effort to penetrate to the southward and westward from that point and to the main coast line and then pursue as direct a course as circumstances might permit for Bering Strait.

After entering Melville Bay a veil of silence descended on Franklin and his party. In 1847, the first of the many expeditions sent out from England and America to rescue the survivors or bring home the records of the expedition failed.

The most successful of all the Arctic travellers engaged in this search, (with perhaps the exception of

....M'Clintock....

M'Clintock) was Dr. Rae, of the Hudson's Bay Company, who in 1855, when in the vicinity of Committee Bay on Boothia Peninsula, secured information and relics which were conclusive evidence as to the fate of one-third of Franklin's officers and men.

It was not until 1859 that M'Clintock discovered at Victory Point, the only written record yet brought to light pertaining to the expedition. Between Rae and M'Clintock the mystery of Franklin and his party has been solved perhaps as far as ever it will be.

The officers and crews of the two ships were "all well" on the 28th May, 1847; but a fortnight afterwards, on the 11th June, Franklin died. During the winter of 1847-48, the "Erebus" and "Terror", having drifted about thirty miles from the position in which they were beset, still remained imprisoned in the ice. On the 22nd April, 1848, the vessels were abandoned and the officers and crews, 105 souls in all, under the command of Captain Crozier of the "Terror", the then senior officer, retreated upon Victory Point, on the west coast of King William Island. Nine officers and fifteen men had died before the 25th April, 1848, presumably of scurvy. On the 26th April, the officers and crews

....started....

started for Great Fish River, and the probability is that all of them perished before the close of the autumn of 1848.

The Franklin search necessitated a minute examination of all the coasts of the great Arctic Archipelago and one of its best results was the mapping of thousands of miles of coast line and the naming of hundreds of topographical features.

The fruition of a long sought dream of a North West passage brought about by M'Clure, Commander of the "Investigator" in the Collinson and M'Clure expedition of 1850-54. M'Clure wintering in Prince of Wales Strait in 1850-51; sighted Melville Island and discovered the North West passage; in 1851, he sought winter quarters on the north coast of Banks Island; abandoning his vessel in the spring of 1852 he marched to the "Resolute", another Franklin ship, at Dealy Island, returning to England by way of Lancaster Sound in 1854.

In 1903-06, Amundsen made the North West passage in the "Gjoa". During two seasons his expedition was frozen in at Gjoa Haven, a deep narrow harbour on the south east coast of King William Island. The record of the Gjoa still stands unchallenged in the history of the North West passage.

In 1921 a Danish expedition headed by Knud

....Rasmussen....

Rasmussen, known as the 5th Thule expedition took up their headquarters on a small island near Vansittart Island in Frozen Strait, where they spent the next two years in scientific exploration, finally dividing their forces. The leader Mr. Rasmussen, accompanied by two Greenland Esquimaux proceeded westward along the northern coast of Canada with Bering Strait and the eastern coast of Siberia as his ultimate objective. Mr. Rasmussen's first main camp was made on King William Island where he remained during the summer of 1923 making an exhaustive study of the country and its peoples. During September while encamped at this point he met Mr. Peter Norberg, trader of the Hudson's Bay Company, who had arrived from the westward in a small schooner named the "Elsueno". Mr. Norberg there established an outpost for the Hudson's Bay Company, Mr. Rasmussen left in October to continue his trip to the westward which has had such a successful culmination.

It will be noted that of the foregoing expeditions which in the past have visited the central part of Canada's Arctic coast the majority were British but these confined their activities either to the search for the Franklin records or to charting of the coast lines visited, none having made a study either of the native people or of the

....natural....

natural resources of the country, moreover all of the British explorers did their work not less than 60 years ago and while the written records of their work are very complete they fall far short of answering the many questions concerning the country, its people and wild life, which present themselves today. If therefore precise information was deemed necessary it could only be obtained from one of two sources, Dr. Amundsen of Norway or Dr. Rasmussen of Denmark, but while either of these explorers would no doubt give information or opinions gladly, much time would be lost in corresponding with them to which disadvantage might be added the feeling of humiliation in going to a foreign country for information and advice concerning our own.

During the past 15 years civilization has steadily extended its outposts until in 1925 not more than five hundred miles of our Arctic coast line (measured along its general course) remained unaffected by the trader and white trapper. The lines were ever extending, thus indicating clearly the necessity of developing a home source of precise information if the country was to be efficiently administered.

It was decided in 1924-5 that a representative of the Canadian Government should undertake the trip along Canada's Arctic coast line, and the sum of $6,000.00 was

....earmarked...

earmarked to cover the expenses of the trip which the writer was asked to undertake on behalf of the North West Territories and Yukon Branch of the Department of the Interior, the detail of the expedition being left entirely in his hands.

The general instructions for the trip are contained in the following memorandum -

June 24, 1925.

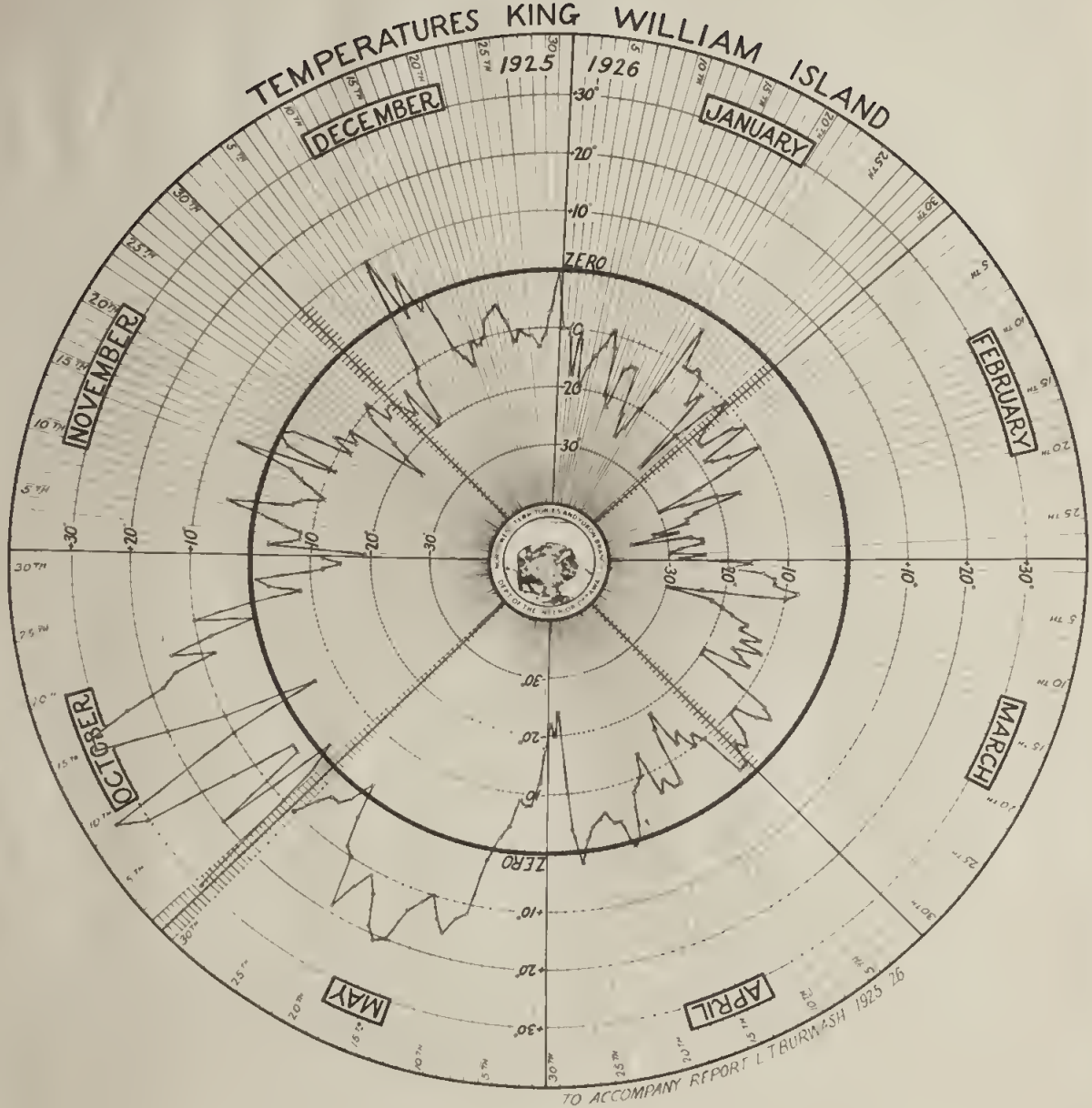
MEMORANDUM:

L. T. Burwash, Esq.,
Exploratory Engineer.

When on your coming trip from the Mackenzie delta to Hudson's Bay you will be expected to carry out all possible work along the following lines -

Economic survey
wild life - land and sea.
traverse surveys
geological notes
botanical specimens.
biological specimens
Eskimo census
photographs
general natural resources
anthropology
traces of Franklin expedition
weather reports - temperatures - barometer readings
tide measurements
ocean currents
compass variation. (terrestrial magnetism)

....When....


TEMPERATURES KING WILLIAM ISLAND
1925
1926
DECEMBER
JANUARY
FEBRUARY
MARCH
APRIL
MAY
OCTOBER
NOVEMBER
ZERO
TO ACCOMPANY REPORT L. TAURWASH 1925 26

When you reach the ground should anything else present itself which you consider worth investigating you will use your own judgment as to the amount of work you will undertake along any other line.

(Signed) O. S. Finnie

CHAPTER I.

Much of the month of June, 1925, was spent in securing and packing such parts of the necessary outfit as could best be secured in eastern Canada, chief among these being instruments, maps, stationery and clothing. The one man expedition left Ottawa on July 2nd reaching Edmonton in due course where a week was spent in completing the outfit, groceries, ammunition, hardware, camp equipment and trade goods being purchased and forwarded to Waterways, the southern terminus of the great Mackenzie waterway. On July 14th the real start into the North was made. Travelling by the Alberta and Great Waterways Railroad its northern terminus on the Clearwater River was reached the following day. Here the various component parts of the outfit were collected, everything being found complete and in good order. On this, the last rail stage of the journey north, the greater part of the train consisted of cars filled with young buffalo which, upon arrival at Waterways, were transferred to

....specially....

specially constructed scows on which they were transported to the Wood Buffalo Park, adjoining Fort Smith, where they were to be released and allowed to join the herd of wild buffalo which are insofar as is known, the only American buffalo that have never been in captivity.

It was hoped that upon arrival at Waterways passengers, baggage and freight could be transferred directly to the river steamer "Athabaska River" but on account of extremely low water this is not found to be practicable, the steamer having found navigation impossible above Fort McMurray, which is located at the confluence of the Clearwater and Athabaska Rivers. To bridge this gap everything was loaded on several small motor boats, one of which towed a barge carrying the freight.

During the evening of the 15th, the passengers were put aboard the Steamer "Athabaska River" but it was not until next morning that everything was in readiness to start north. The Governor General, Lord Byng, was on a tour of the Peace River District and the steamer was scheduled to meet him and his party at Vermillion Chutes as it was his intention to continue his journey northward as far as Aklavik. Mr. O. S. Finnie, the Director of the North West Territories and Yukon Branch was a passenger on the

"Athabaska River", as the duty of conducting the Vice Regal party through the North West Territories had fallen to his lot. Upon reaching Little Vermillion Rapid it was found that the original intention of proceeding to the Chutes proper could not be proceeded with on account of extremely low water. The boat returned to Fitzgerald when an effort was made to get in touch with the Vice Regal party by wireless, which was not successful. A large gas boat the "Canadusa" was secured and sent up the Peace River and some few days later returned with the Vice Regal party and others who had been waiting at Vermillion Chutes. Lord Byng was officially received on the boundary line of the North West Territories by Mr. O. S. Finnie and a number of the residents of Fort Smith, and escorted to the river steamer "Distributor" which was in waiting at the landing, from which point navigation continues, uninterrupted, to the waters of Beaufort Sea. The delay at Fort Smith had been utilized to transfer the outfit across the sixteen mile portage and in selecting and purchasing additional outfit.

On July 24th, everything being in readiness the "Distributor" sailed carrying the Vice Regal party, a number of tourists, the one member of this expedition and a number of others destined for various river posts.

....During....

During the trip northward some time was spent at each of the river settlements and at all a welcome extended to Lord Byng, who in turn made an official visit to the Governments posts, the missions and school. Aklavik was reached on the 31st of July where the boat remained for three days, the Vice Regal party proceeding as far as Kittigazuit by motor boat, while a number of the tourists made a one day excursion in the direction of Shingle Point.

On August 3rd, the "Distributor" left carrying Lord Byng, Mr. Finnie and other passengers for Fort Smith, an American moving picture operator and myself being the only ones of the north bound passengers remaining.

The freight from the "Distributor," including about 100 packing cases of mine, had been put ashore with more regard for speed than neatness, so the first day was spent in sorting and piling outfits. During the day an arrangement was made with an Indian, the owner of a small schooner, to transfer myself and outfit to Herschel Island or Shingle Point, as the case might be. Being an Indian, the skipper was in no hurry to move, and it was not until the 5th at 11 a.m. that a start was made.

CHAPTER II.

Proceeding in a northwesterly direction through

....the.....

the islands of the delta, the salt water was reached after a twelve hour trip. About thirty miles below Aklavik the last of the spruce and larch was passed, and some miles further north, when within a very short distance of the ocean, the last willows were seen and a farewell said to timber for something over twelve months. Along the coast line the delta islands are low and flat, but abundance of green grass and huge piles of drift wood from the inland rivers, gives them no little scenic value.

The Richardson Mountains rise along the western side of the Mackenzie delta, and their summits aid materially in the navigation of the intricate pattern of channels, sloughs and islands between Aklavik and the Arctic coast line. These mountains are also of interest to those making a study of wild life as, for the past few seasons, the Northern Alaska Yukon migration of caribou has swung into this area for the summer months, abandoning the pastures of the Old Crow River which, for many years, had been the summer grazing grounds of the herd.

Upon reaching salt water the schooner was headed westerly, and about two hours later Shingle Point came in sight, and soon after the masts of the S.S. "Bay Chimo", the Hudson's Bay Company's supply ship, could be seen about

....four.....

H.B.C. S.S. "Bay Chime"

H.B.C. Post - R.C.M.P. Post
Baillie Island

four miles off the coast. The "Bay Chimo" had established an early record in reaching Herschel Island from Vancouver before the first of August. At Point Barrow, where the ice barrier is usually met, no difficulty had been experienced although some miles farther eastward a heavy floe had been encountered, the ship being damaged somewhat before it had been cleared.

It had been the intention to visit Herschel, and there arrange for a small schooner in which to make the next stage of the trip eastward, but as it was found that the "Bay Chimo" hoped to proceed eastward as far as Cambridge Bay, this plan was abandoned, and passage taken for that point on the steamship. This arrangement was preferable, as it insured a much speedier passage and certainty of reaching a point well to the east before the freeze-up.

After we had spent the balance of the night rather uncomfortably on the floor of the Hudson's Bay store, the schooner was taken along side the "Bay Chimo". On board, Capt. Cornwall, Master of the ship; Capt. Fulmer, ice pilot; Messrs. Brabant and Conn of the Hudson's Bay Company; Rev. Mr. Lucas, Bishop of the Mackenzie, and many others were met. A commencement was made on the transfer of freight from the schooner to a lighter along side the ship, but a heavy squall

....of wind....

of wind and rain drove the schooner to the shelter of the land and did a good deal of damage to the outfit. It was not until the following day that everything had been stored safely into the hold of the ship. The harbour at Shingle Point will not permit a boat of more than six foot draught, the larger boats, such as the "Bay Chimo" which draws eighteen feet, having to lie about four miles off shore. During the late afternoon and following night, a heavy blow developed and it was necessary to weigh anchor and run out to sea, as even at four miles off shore there was practically no water under the ship's keel. It was well on in the following forenoon when the ship again anchored off Shingle Point. A final visit was made to the post ashore during the afternoon, when additional supplies were secured. During the day numerous Eskimo schooners passed sailing westward to Herschel. Many of these had come from points as far east as Baillie Island, and all were intent on reaching Herschel in time to trade with Capt. Pedersen, whose ship was anchored at that point. Capt. Pedersen is a most popular trader, not only with the natives, but also with the free traders and unattached white trappers along the coast. The majority of the free traders operating in the western Arctic look to him to replenish their outfits.

....Late....

Water Front - Baillie Island

Native House - Baillie Island

Late in the afternoon of the 7th, the Hudson's Bay schooner "Aklavik" arrived from Kittigazuit, where after wintering she had been overhauled and resheeted with iron bark.

At 5 a.m. on the 8th, the ship left for Baillie Island, taking the schooner "Aklavik" in tow. No ice was encountered and the sea was calm until evening, when a strong head wind developed which gave the schooner a rough passage. By evening the ship was somewhere off Richards Island, but as the coast line of the delta, and for many miles to the east is very low, no land could be seen.

The weather was fine on the morning of the 9th, but a good deal of ice had made its appearance, not enough, however, to interfere to any extent with the ships progress. Land, which was reported to be only ten miles distant, could not be seen from the deck. Baillie Island was sighted at noon and the ship anchored two hours later at a point one mile off shore. There is a good harbour at Baillie Island, but there was some doubt as to the amount of water over the bar across its entrance. On going ashore, the settlement was found to consist of a R.C.M.Police post, Hudson's Bay post, and about 20 natives. The whole population included two policemen, three Hudson's Bay employees, and

....three....

three others, a Frenchman, a Portugese, and a Norwegian. The Hudson's Bay post is in charge of a Mr. Johnston, an Ex-Staff Sergt. of the R.C.M.Police. This is his first year with the Hudson's Bay Company. Much of the time ashore was spent in securing photos of buildings and people. Unloading continued during the 9th and 10th.

At 10 p.m. on the 10th, Klengenberg's schooner, "Maid of Orleans" came into the harbour enroute from Kent Peninsula to Herschel. Mr. Klengenberg had been on a special trip east to outfit his family. The "Maid of Orleans" is a fine three masted schooner of about 300 tons, which sails well and is also fitted with a good gasoline engine for use in calm weather, or in an emergency.

The settlement site at Baillie Island is situated on a very low sandspit between the southeasterly corner of Baillie Island and the main land, the harbour being formed by Baillie Island, the sandspit and the main land. There are two entrances to the harbour, one at either end of the sandspit, the northern one being the deeper. There is no fresh water on the settlement site, both the Hudson's Bay Company and the Police depending on fresh water ice which, after being hauled from the main land, is stored in barrels and tanks and allowed to melt as summer progresses. This

H.B.C. House - Bernard Harbour.

Native Type Bernard Harbour

settlement was originally an old time whaling station where, prior to the advent of the Police and traders, the water supply would be brought in on shipboard.

CHAPTER III.

Baillie Island was left at 5 p.m. on the 11th, the day having been spent in bringing aboard police supplies for Tree River. The settlement and its site at Baillie Island presents very little of interest comprising as it does only the Hudson's Bay Company post, a small Royal Canadian Mounted Police post and one permanent native dwelling all situated on a low sandyspit which rises not more than ten feet above the high water mark. The tributary country is of real importance supporting as it does a very considerable native population to which must be added possibly a dozen white men who make this country their home. In former times the hunting, both by land and sea, was quite productive enough to supply the needs of the then population which was if anything larger than at present.

The trapping for many miles along the adjoining coast has been consistently good for many years, the post producing a better average per hunter of white fox pelts than possibly any other Arctic district either east or west.

....This....

.....

This may, to a certain extent, be ascribed to the skill and ability of the trappers themselves who rank as among the best of our Eskimo population. Many of the natives are comparatively well to do, speaking English well, and cases of destitution are uncommon.

Baillie Island will for many years to come be outstanding as an Eskimo centre being located far enough from the travelled routes to give good protection from the influx of too many whites, while they are close enough to get the benefit of a price for their furs that gives them every encouragement to pursue their vocation most actively.

This point marks the eastern limit of what may be called the western influence on the native population. From Demarkation Point thus far the native customs and styles of dress and ornamentation are very similar, noticeable among these is the old custom, now discontinued except by a few old men, of wearing laberets. These are made from ivory, bone or stone, and inserted in a slit cut in the lower lip. The modern influence of the west is strongly marked, the people being much more advanced in business ideas than those to the eastward.

They are awaking to a very clear idea of modern values in practically all lines, and now follow the world

....post.....

post war system of combining to use the power of the producer periodically to advance prices.

On leaving this post, the weather turned dark and cold with light snow in the air, and about midnight, off Cape Parry, heavy pack ice was encountered. This necessitated a somewhat lengthy detour.

At 2.30 a.m. on the 12th, a stop was made near Cape Parry when a Russian named Graublein was put ashore with his outfit. This man had formerly been connected with the Hudson's Bay Company in their schooner service along the coast, but was leaving their employ to engage in trapping. The weather during the 12th and 13th was cloudy and cold, but there was little ice in sight and practically no wind. The schooner "Aklavik" had been left at Baillie Island, it being the intention of the Hudson's Bay Company to use it for an outpost at some point to the east. It was understood that this post would be in charge of a Mr. Hendrickson, who formerly was the Company agent at Baillie Island.

At 5.30 on the morning of the 12th, a small schooner owned by the de Stepheny brothers was met. They had been trading and trapping on the south coast of Queen Maud Gulf, between Melbourne Island and the mouth of Ellice

Native Type

Bernard Harbour

River and had had a most successful season, securing about 2,000 foxes for their winters work.

Little was seen of the coast line between Baillie Island and Bernard Harbour and as this territory has been reported upon by one or more Government expeditions in the past the results of distant observation and hearsay reports will be ommitted.

Bernard Harbour was reached at 10 a.m. on the 12th, and the ship anchored well inside the harbour and quite close to the Hudson's Bay Company's post. The Harbour is very well sheltered and will take ships of 20 foot draught or even deeper. The settlement consists of the Hudson's Bay post and an Anglican Mission, all the buildings being quite small. There are resident there three white men, two white women, two white children, and many Eskimo. The Hudson's Bay Company is under the charge of Mr. Bonshor, formerly a member of the Royal Canadian Mounted Police, who has his wife with him. The Mission is conducted by Mr. Merritt and another clergyman. Mr. Merritt has his wife and two young children with him.

The Hudson's Bay Company schooner "Fort McPherson" was already in port, having arrived from Herschel Island two days previously. The "McPherson" was loaded with supplies

Native Type

Bernard Harbour

for King Williams Land, and a new post, the location of which had not been definitely decided upon. The 13th, and 14th, up to 4 p.m., were spent by the crew in unloading Company and mission supplies. Much of our time was spent ashore securing photos and looking over the buildings and nearby country. The natives, both here and at Baillie Island, appear prosperous and contented, the intervening country being possibly the best white fox area in the North, insofar as it is at present exploited.

Westward from Bernard Harbour along 400 miles of coast line to Baillie Island lies what was for many years the barrier between the two main groups of Canadian Eskimo. For many generations no intercourse had been held between these settlements, a condition which remained until the advent of the white men during the first decade of the present century. While much has been done during the past fifteen years to bridge this gap the differenoes in the two groups are still most apparent. The people in the Bernard Harbour area today include the original native population and many newcomers who formerly lived in South West Victoria Land but who, on account of the shortage of game have moved over to the mainland.

Leaving Bernard Harbour at 4 p.m. on the 14th,

....the ship....

R.C.M.Police Post

Tree River

the ship proceeded southeasterly through numerous islands and reefs to Tree River, the distance being about 100 miles. Tree River was reached at 4 a.m. on the 15th, the ship anchoring immediately in front of the post buildings. The harbour at this post is large and well protected, the land rising to a considerable elevation on all sides. Close on shore, however, the water is quite shoal and more or less trouble is experienced in lightering supplies to the post.

Tree River consists of a Hudson's Bay post and a Royal Canadian Mounted Police post. The population, at the time of our advent, consisted of seven white men, three Royal Canadian Mounted Police and four Hudson's Bay employees the Police being Sergeant Barnes and Constables Brackie and Bracken. At the Hudson's Bay post were Messrs. Herodier, Carroll, MacGregor and Bjorn. The 15th and 16th were spent in unloading Hudson's Bay Company and Police supplies. Some photos of the buildings and people were secured, and the graves of Corporal Boak and Otto Bender, white men, murdered by Alex. Omeak, were visited. The land at Tree River settlement is not very suitable for a post site, much of it being low and wet. This has driven the buildings to the tops of two small rocky knolls which are windswept during the winter, making the buildings anything but comfortable.

....The Eskimo....

H.B.C. Post - Tree River

The Eskimo of the Tree River area are not very numerous and in appearance differ little from those at Bernard Harbour. The various native communities throughout Coronation Gulf while carrying distinctive tribal names are in no way strangers to each other. During the sealing season they frequently travel in mixed bands separating when the time arrives to set out for their summer hunting grounds.

The Tree River area is not rated as being especially productive of either caribou or foxes although the latter were, during the season 1924-5, quite plentiful. The sea produces the greater part of the native foods, both fish and seal being taken in sufficient abundance during certain seasons of the year.

The area south of Coronation Gulf is known to contain extensive mineral resources notable among these being large copper deposits. These have been fully reported upon by the geologists of the Canadian Government Expedition, 1914-16. In no event is there any present possibility of these being exploited with hope of profit.

The more valuable resource of this area from a localviewpoint is the spruce timber lying some miles inland

....from....

Native Woman
Tree River

from which the coast natives draw a considerable part of their wood for sleds and implements.

Sailing from Tree River for Kent Peninsula at 1 a.m. on the 17th, breakfast time found us coasting along a chain of high rocky islands, later in the forenoon Cape Barrow being passed. Between Tree River and Kent Peninsula post are many islands, the channels between some of which are shallow, but as the ocean bed is soft clay, a ship drawing eighteen feet can get through, though not without touching the bottom.

At 5 p.m. the ship anchored at a point seven miles distant from Kent Peninsula post, the Captain not caring to attempt to get closer on account of shallow water. Only one lighter of freight was landed during the evening. Mr. Hoare, who had joined the "Bay Chimo" at Bernard Harbour, disembarked at this point as it was his intention to continue his study of the caribou in the country south of Bathurst Inlet. The whole of the 18th was spent in lightering two loads ashore, high winds seriously interfering with the operation. The day was spent on shore by those not busy with the cargo. The weather was clear and bright, an ideal day for photography. During the day Bishop Lucas performed a marriage ceremony, the bride and groom being local natives.

....A gasoline....

H.B.C. Buildings - Kent Peninsula

A gasoline schooner named the "Kugyuk", which had been brought from Vancouver, was unloaded here, the intention being to use it as a fur outpost, which was to be under the charge of Mr. Pardee who had formerly been Hudson's Bay Company agent at Aklavik.

CHAPTER IV.

Kent Peninsula settlement consists of Hudson's Bay Company post only, which is in charge of Mr. Herodier, sub-district manager, with Mr. Pearse as assistant. Messrs. Bjorn, Pardee and Torrington disembarked at this post, all three being slated to go down Bathurst Inlet with the schooner "Kugyuk".

The ship sailed at 1.30 a.m. on the 19th, and by morning was running northeasterly along the west end of Kent Peninsula, which was later followed along its northern coast until at 7 p.m. when Cambridge Bay was reached.

Owing to the failure of the caribou migration, which formerly crossed from Kent Peninsula to Victoria Land, at Cambridge Bay, the Hudson's Bay Company had withdrawn their agent from this post and while the post buildings were intact and the store fully stocked, the only inhabitants at the time of the ship's arrival were one Eskimo, his wife and

....one child....

H.B.C. Post - Kent Peninsula

one child. This point had for many years been an ideal site for an Eskimo settlement, caribou and seal being plentiful and the fish more than abundant, but an Eskimo must have caribou skins for clothing, and must, when the migration fails, move elsewhere. The former residents of the Cambridge Bay area are now located along the southern shore of Queen Maud Gulf. Upon arrival at Cambridge Bay, the ship anchored about half a mile from the post, but during the night a hurricane developed which drifted the ship out towards the mouth of the harbour, a distance of over a mile, and this in spite of the fact that there were two anchors down and that the ship was steaming against the wind. No one visited shore on the 19th.

The morning of the 20th broke with the weather quiet but foggy. While the motor launch was being lowered the one male resident of Cambridge Bay, a native named Keegapoo, came off to the ship in a peterborough canoe. Later all those not interested in the discharge of cargo went on shore.

The Company post consists of a small one room house, and smaller store, the native watchman, Keegapoo, living in a tent. In addition to the three native residents, there were about twenty sleigh dogs which had been sent over

....from Kent....

.1

Kent Peninsula View

from Kent Peninsula during the late spring as the abundance of fish here solves the dog food problem.

The 20th and 21st were spent unloading supplies for transhipment to King Williams Land and points east, my outfit being included. These operations were continued until noon of the 22nd, when I transferred my personal baggage ashore and took up my quarters in the Hudson's Bay Company house with a Kent Peninsula Eskimo "Ooja", who had also come ashore from the ship, as my companion. The ship was not anchored within sight of the post, but I presume she sailed some time during the afternoon.

At this point the last link with civilization appeared to have been broken for only by some most unexpected chance could the outer world again be communicated with before the following summer. As will be seen later, however, the unexpected, to a degree at least, came about.

Cambridge Bay marked the eastern limit of the white influence as the people beyond still live in the same premature way as did their ancestors, the only change being that their bows and spears have, to a great extent, been superceded by firearms. Insofar as their methods of living, their customs and religion are concerned, they are still as were their forefathers.

....In appearance....

Kent Peninsula Natives

In appearance, the southeasterly corner of Victoria Island is low lying and desolate, the only relief observed from the coast at Cambridge Bay being an elevation of about 600 feet lying to the northeast, which is known as Mount Pelly. The country is well served with lakes and streams, some of considerable size, and many of which are well stocked with fish and wild fowl.

The only rocks were limestones, little or no rock of igneous origin being found even in the drift. The greater part of the country is overlaid by bluish clay varied by broken limestones. Only at one point was rock in places seen.

The harbour is some miles in extent and has ample water for boats of eighteen foot draft although when passing the Findlayson Islands shortly before entering the bay the water had shoaled rather ominously. Inside however, there is very good protection from the sea but the land low-lying as it is, affords little shelter from the violent winds which are anything but uncommon. No land mammals were seen but there were fair indications of foxes and lemming. Before the natives deserted the area it was rated by them as a good trapping district.

The waters of the bay and coast line outside are

....fairly....

Kent Peninsula Woman

fairly stocked with jar and squa e flipper seal but no white whale were seen. The fishing in the lakes and streams is, as has been said, excellent, the most productive season being late September, immediately before the freeze up.

At the time of leaving the ship no further schedule of travel could be decided upon. It was hoped that a small gasoline schooner, the "Fort McPherson" would call at Cambridge Bay and make a trip to King Williams Island with necessary supplies for the Hudson's Bay post at that point but should she be prevented from carrying out this schedule the only alternative was to await winter and proceed eastward by dog team. Fortunately after a lapse of eleven days the "McPherson" did arrive and the two hundred and fifty miles from Cambridge Bay to King Williams Island was traversed by boat instead of the much slower and more arduous winter method.

The population of Cambridge Bay now numbered five in all, Keegapoo, with his wife and child, "Ooja" and myself. Nothing was immediately possible but to possess ourselves in what patience we might and await events.

Before the departure of the ship the exact local time had been secured and a meridian established on shore.

....This with....

16a

H.B.C. Gas Schooner
Fort MacPherson

This with the observed position of Cambridge Bay was the zero used during the following winter.

During the last few days on shipboard the weather had undergone a decided change, a feeling of fall, with winter at no great distance, had crept into the air. The sky was bright but the chilling northwesterly winds which were to take the joy out of our lives for many months to come were our almost daily portion. On the morning of August 23rd., when at noon Keegapoo, Ooja and myself, started on a cruise up the stream which enters the northerly end of the Harbour, both strongly recommended overcoats and thick mittens stating that even when travelling overland on foot these would be none too warm. Their recommendation proved to be based on sound judgment.

Following the stream a short distance inland a point was reached where the natives had constructed a large stone fish trap. Upon being overhauled it yielded 54 salmon. After walking for some hours, camp was reached at 10 p.m., all the salmon being broughthome. It was found that 11 salmon make a man's load.

The morning of the 24th opened with high wind rendering magnetic observations impossible, but during the day a trip was made westerly along the coast line, the

....harbour....

H.B.C. Schooner "Elsueno"

harbour having been crossed by canoe. The country is of low limestone with very little rock in place. Some plants were secured and numerous old camp sites seen. These were, however, productive of no results in so far as specimens of implements, or other native products were concerned, as the camps were all located on barren ridges upon which no new soil had been formed, and anything that may have been left there in times past had either been picked up by the natives or carried away by the wind. When returning to camp, we again visited the fish trap securing 12 salmon.

On the 25th, the sky was overcast, but otherwise the weather was much the same as on the proceeding days. In the morning all hands left by canoe for a seal hunt, but the wind came up soon after, driving us ashore. The afternoon was spent taking a series of magnetic observations, while the natives went out over the country with shot guns in quest of any birds that they might find. The country is dotted with small ponds and lakes which appear to have been the breeding grounds of several varieties of ducks as every lake had flocks of young ducks just about ready to fly. Late in the evening the natives returned with two ducks and a sea gull. They said that as far as they were concerned the gull would make as acceptable a meal as the ducks.

....On the....

On the morning of the 26th. the fish trap was again visited, 18 salmon being secured, while the afternoon was spent taking magnetic observations. During the evening the natives went out in the canoe and killed a half grown cojook (square flipper seal) which made an acceptable change from the fish diet on which we had lived since coming ashore.

The 27th, we are living in hopes of a call from a Hudson's Bay Company gas boat which is now overdue. This boat, the schooner "Fort McPherson", left Bernard Harbour the same day as the "Bay Chimo", and was due to proceed directly to King Williams Land, and then to return here for a second load. However, as the navigation of Queen Maud Gulf is a doubtful problem at any time of the year, delays must be expected and failure to return is anything but improbable.

During the morning a trip was made westerly across country, and about a dozen ptarmigan secured, the afternoon being taken up with a trip south along the east side of the harbour where the natives secured two ducks, three gulls and one great northern driver. A headland on the south coast was visited, but no signs of the gas boat were to be seen.

....On the....

Population of Cambridge Bay
S.E. Victoria Island.

On the morning of the 28th, the fish trap was again visited, 36 fine salmon resulting. The natives say that a little later in the season the fish will be much more plentiful. On the bank opposite the fish trap the natives have brought a great many slabs of limestone with which to build fish caches. Keegapoo had figured out just how long and how wide his fish cache would be before the freeze-up. If he carries out his programme, he and his family will certainly not be hungry this winter.

Keegapoo, by the way, is somewhat of a character even among the Eskimo. He admits, in confidence, that he is thoroughly familiar with all the devils that frequent his section of the country, and can tell hair-raising tales of personal achievements when he has come into conflict with them. One point, however, that he says he cannot explain even to himself is that the encounters invariably occur at night, and that due to excitement, or some other cause which he has not as yet fathomed, the detail of the action, has, by morning, assumed a nebulous aspect hard to account for. He is looking forward to the day when he is old and his children - still prospective - will hunt for the topek, and when his time will be free to study the spirits and their activities.

....The afternoon....

Keegapoo and Ooja
Cambridge Bay.

The afternoon of the 28th was spent skinning birds and taking a few magnetic observations. On the 29th, the weather was clear and fine. The morning was spent in securing photos, and in a series of demonstrations by Keegapoo ... Ocja of the now almost obsolete methods of securing fire without matches.

During the afternoon a trip was made across the bay to the site of an Eskimo camp, but the relics secured were all modern. The site of the winter camp used by Colliston, during the winter of 1855, was also visited. The only indications of the buildings now remaining is the stone foundation of the house. Either the house was removed when the camp was vacated, or the natives have taken the lumber for their own uses.

August 30th, the natives went to the fish trap early, returning at 2 p.m. with 60 salmon. My time during the morning was spent with making magnetic observations and in copying Eskimo phrases from a compilation by a Mr. Clark, who has a reputation as an outstanding Eskimo linguist in the Western Arctic dialects. Before lunch was finished, two schooners, the "McPherson" and the "Elsueno" arrived, the latter in charge of Pete Norberg, who for the two previous years had been representing the Hudson's Bay Company on King

Ooja and Keegapoo making a fire

Cambridge Bay.

21

Kikpeeycunee
Cambridge Bay.

Keegarbo spearing fish
Cambridge Bay.

Fish trap in stream near
Cambridge Bay.

Netselingmeut visitors
Cambridge Bay.

25

Netselingmeut Visitors
Cambridge Bay.

Williams Land where he and his schooner had wintered. Mr. Norberg's crew consisted entirely of natives, interested, either as principals or witnesses in the killing of a native in the Netselingmeut country. They were en route to Tree River where the matter will be left with the Royal Canadian Mounted Police. The balance of the day was spent in visiting aboard the schooner. The crew of the "McPherson" consisted of Wm. Seymour, skipper; Nels Holmes, deck; Rudolph Johnson, engineer; Margaret Seymour, daughter of the skipper, and W. Gibbon, Hudson's Bay Company agent relieving Mr. Norberg at King Williams Land. On the 31st a start was made on the loading of the "Fort McPherson", but as the boats could not get very close on shore, and the dinghy was very small, it took some time to complete the operation. During the whole of September 1st, loading continued, and by night all but a small deck load of lumber was on board.

CHAPTER V.

During the morning of the 2nd, Mr. Norberg, with his schooner the "Elsueno" pulled out for Tree River, and the opportunity was taken to sent a last mail to civilization. As the "Elsueno" has no power other than sail, her schedule

...is necessarily...

is necessarily uncertain. Shortly after noon the loading of the "McPherson" was completed, and a start made for King Williams Land. The weather was very fine and it was hoped to run day and night, although the darkness will now last some hours. By 5.30 the boat was off Cape Colbourne with an E N E wind coming up, which meant head wind after rounding the Cape. 8 p.m. off Backs Point, the wind having by this time developed into quite a blow with the sky overcast and the light going fast. Shortly afterwards we ran into a nest of shoals which worried the skipper, so we turned into Anderson Bay and anchored for the night.

Light at 4 a.m., September 3rd. All hands turned out on deck and got the boat away by 4.30. The southern coast of Victoria Land was followed, the course lying about S E until 5.20 a.m. when it changed to E 10°S. passing eastern cape of Anderson Bay at 5.30, and Steuart point at 8.40. Sighted Lind Island at 11 a.m., having passed McCready Point one hour earlier. At 12.15 the S W point of Lind Island was reached. A course was then taken northerly along the west coast of the island, which was followed until 1.20 p.m. when the anchor was dropped. Ahead of us lay a long stretch of open water which the skipper did not care to undertake without plenty of daylight ahead.

....Some....

Hat Island
Royal Geographical Society
Group.

Some hours were spent ashore on Lind Island, but no signs of native occupation or of wild life were observed. The island consists of several low rolling limestone hills, with comparatively little vegetation, and is useful only as a monument marking the eastern entrance of Queen Maud Gulf.

The "McPherson" left her anchorage on the west coast of Lind Island at 4.45 the morning of the 4th., wind N W, very light and the sky overcast. A north eastorly tidal current of about 2½ knots was running. The north end of Lind Island was passed at 8.45 a.m., and the course changed to S E until Royal Geographical Society Islands were reached at 10.40 a.m., when the course was again changed to due south.

This group of islands, extending approximately twenty miles east and west and fifty miles north and south, consists entirely of low flat tables of limestone. Even before the group was sighted from the deck many reefs similarly formed were crossed, some rising to within six feet of the surface. The Islands themselves appear to have only shallow channels between them, no channel for a boat drawing more than six feet having yet been located, in fact the whole of Queen Maud Gulf appears to present a difficult problem in navigation. The ocean bed is of flat limestones with reefs

....rising....

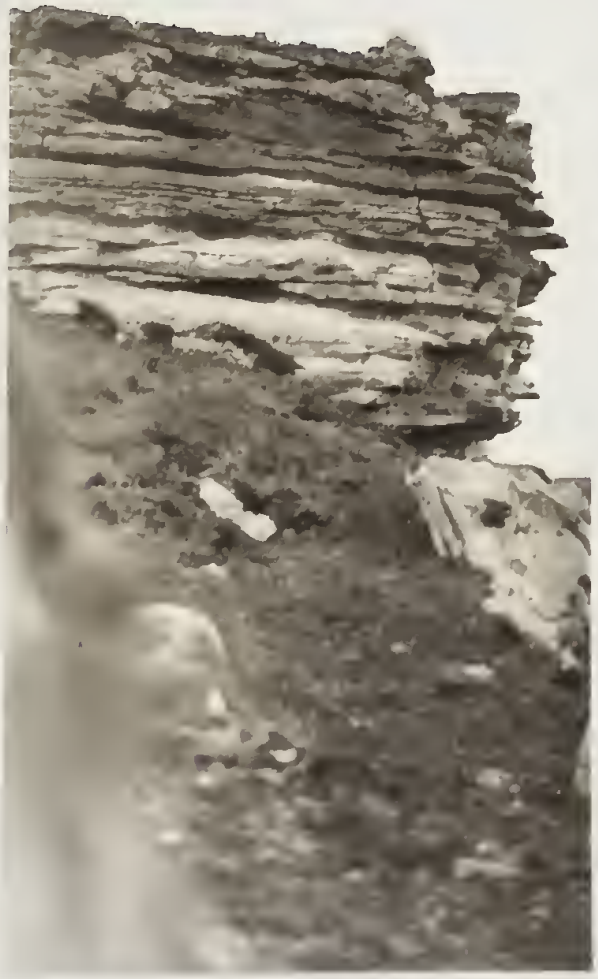
rising at many points to within a few feet of the surface. The Royal Geographical Society Islands themselves are low and flat, no high land being seen except on an island lying far to the south eastern corner of the group which on account of its silhouette has been named "Hat Island". On the Islands themselves are many small lakes and ponds with a fair proportion of the land area covered with grass, and they should serve as a good breeding ground for certain types of water fowl.

By noon the southern end of the group was reached and the course again changed to S E. By 2.50 p.m. the boat was abreast of the west end of Hat Island, which lay half a mile northerly. 1½ miles S W of us lay a small flat island which is very low and hard to see. At 3.40 p.m. the anchor was dropped off the easterly end of Hat Island in a harbour well protected by reefs and small islands.

Going on shore the island was found to consist of flat beds of limestone which rise to possibly one hundred feet in the centre, the land closer to the coast being low and flat. The whole island resembles in appearance a hat with a broad flat brim.

Caribou signs evidently dating from the previous spring were seen, as were many fresh fox tracks in the

....fine....



27

Hat Island
showing rock formation

fine sand along the coast. Vegetation is not very abundant and life, with the exception of wild ducks, comparatively scarce. A few square flipper seal were seen at Cambridge Bay and again at Hat Island. Magnetic observations were taken which were only approximate. It should be remarked that the ordinary ship's compass does not work east of Coronation Gulf, but the fine trough compass supplied with the transit could be relied upon.

While on shore many signs of former native occupation were to be seen, stone caches, evidently for caribou meat, being numerous, while the higher land appears to have been used as a burial ground. Among the (anthropological) specimens secured from there were soapstone vessels and various implements of bone-stone and native copper.

A large square flipper seal was shot from the boat while at anchor which, unfortunately, sank before it could be secured.

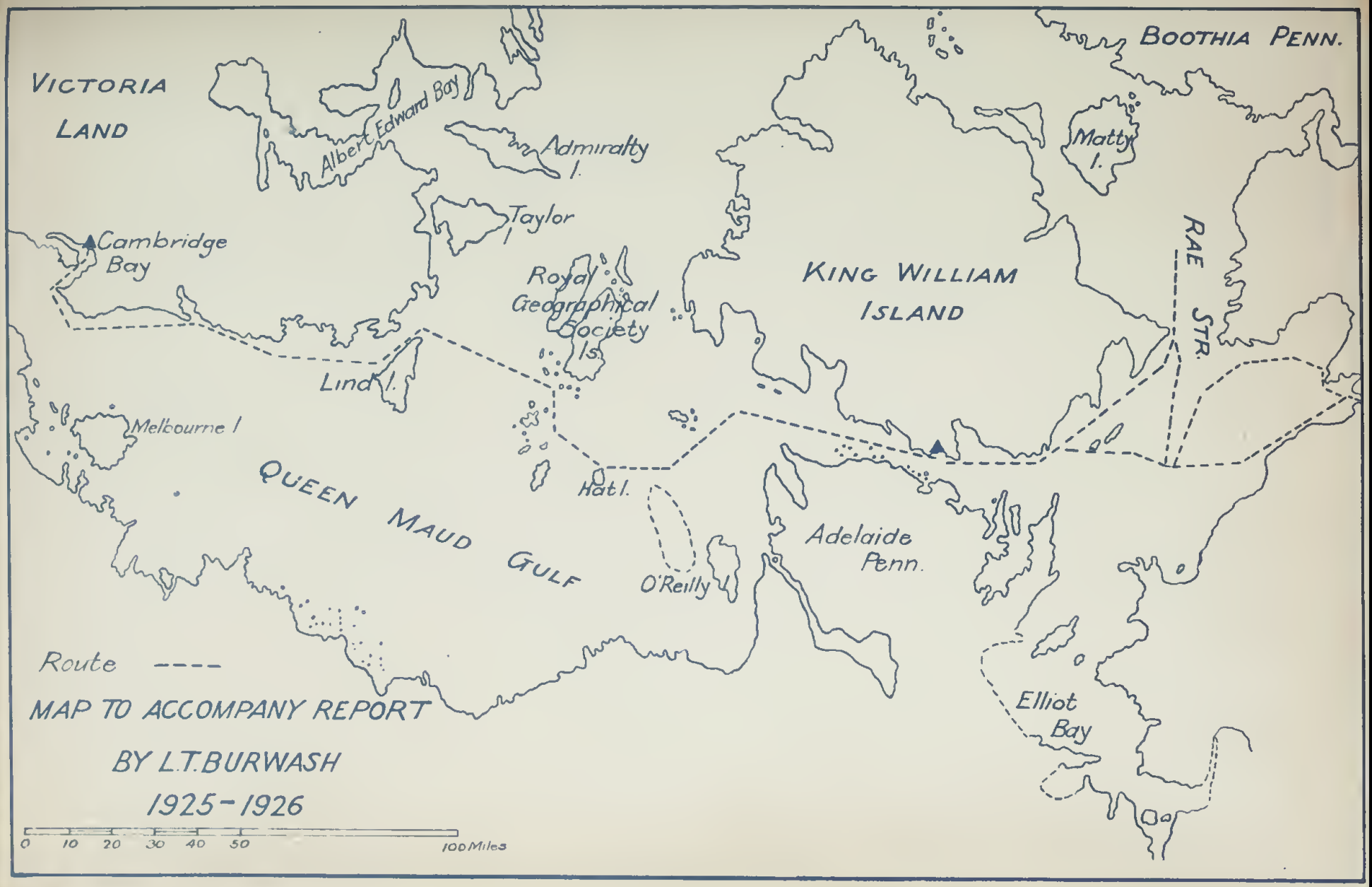
Hat Island was left at 4.15 a.m. September 5th, wind N W and very light, with the sky overcast. 4.55 a.m. the last of a fringe of small islands was passed and shortly afterwards the sky cleared - course due east. 5.50 a.m. passed very low rocky island to port, which lies seven miles due east from Hat Island. At 6.05 a.m. the course was

....changed....

28a

H.B.C. Schooner "Fort MacPherson" in winter quarters

King William Island in background.


VICTORIA LAND
Albert Edward Bay
Admiralty I.
Taylor I.
Cambridge Bay
Royal Geographical Society Is.
Lind I.
Melbourne I
QUEEN MAUD GULF
Hat I.
O'Reilly I.
KING WILLIAM ISLAND
Matty I.
BOOTHIA PENN.
RAE STR.
Adelaide Penn.
Elliot Bay
Route ----
MAP TO ACCOMPANY REPORT
BY L.T. BURWASH
1925-1926
0 10 20 30 40 50 100 Miles

changed to N E by C, and at 8.45 passed between two of a chain of small islands extending north and south. No land in sight to the east. At noon our approximate positions was 68 degrees 40' N. and 99 degrees west. 3 p.m. our course carried us through a group of small islands with some high land showing to the S E, evidently hills on Adelaide Peninsula. Our course here was about E. Shortly after 3 p.m. a fog blew up from the west which shut out all our land marks. Holding the course very much by guess, land, which proved to be the Hudson's Bay Company post on King William Land, was sighted, and about 3.30 the boat anchored in the harbour. The navigation of Queen Maud Gulf will, as has been said, always present a problem, as at no point was any great water found, while even when out of sight of land two fathoms was not uncommon.

CHAPTER VI.

Upon arrival at King Williams Island the boat was met by the one resident, Mr. John Livingstone. He had arrived on the first trip of the "McPherson" two weeks previously and had remained alone in charge of the merchandise caches which, on account of lack of warehouse accommodation, were piled under canvas on the beach. He had

....neither....

H.B.C. House King William Island
Sept. 5th., 1925.

H.B.C. House shown above
Jan. 1st., 1926.

neither seen nor heard of any natives. For a few years, they have not used King Williams Island as a summer hunting ground, Boothia Peninsula, Adelaide Peninsula and the interior on the mainland south of Queen Maud Gulf being a more attractive field. Towards the eastern end of King William Island several streams flowing from fresh water lakes are well stocked with fish but the absence of summer caribou would leave the Eskimo living there during the summer, destitute of winter clothing.

For many years past the local natives have not hunted sea life during the season of open water, a fact, no doubt, due to the uncertainty of summer ice conditions and the difficulty in securing wood or other material from which to construct seaworthy kayaks or boats.

During the crossings of Queen Maud Gulf by the schooner "McPherson", between August 18th and September 1st, enough floe ice was encountered to render sealing along the coast of King Williams Island impossible. On the second trip of the "McPherson" between September 2nd and 5th, no ice whatever was seen. Insofar as could be ascertained, this was the first occasion that such favourable conditions have been reported.

The first impression given by the terrain of

....the coast....

the coast line of King Williams Island is one of almost complete desolation but this upon closer acquaintance gives way to some extent to a picture of many hardy forms of life in conflict with conditions that will try their every resource if they are to maintain an existence. On a land which at first shows little else but dead clay interspersed with drab and broken stone varied by ancient sea beaches of clean washed gravel, monotonous in their regularity, rough grasses and many of the hardier arctic flowers seem to hold a lease of uncertain tenure, giving the impression that, could they speak, they would do so with a sigh and ask if their struggle for existence was worth the effort for which it called.

A closer examination reveals the fact that various forms of animal and bird life have at least held their own in what must always be a strenucus and daily struggle for an existence. Lemming, foxes and caribou, following their natural methods of securing a home and food, have held their footing, the caribou during the summer season only, but the lemming and foxes during the entire year.

Many types of land and water birds visit the Island during the short summer season, but these find a home elsewhere during the harder winter months. Some of the

H.B.C. Store - King William Island

streams and lakes support several varieties of fish while the salt water along the coast is well stocked with both fish and seal. When the coast line is left behind the interior of the island presents a warmer and more hopeful picture. Vegetation is much more plentiful and vigorous, supplying a background by which animal and bird life in plenty are suggested. The country still consists of clay, broken stone and wash gravel but when the cold sea winds are no longer a factor, the hardy plant life of the north entrenches itself in all but the more exposed areas upon which animal and bird life quickly follow.

Traces of human occupation are also to be seen - stone topek or tent rings - meat and fish caches and Eskimo graves being evidences of many years of activity by the native hunter. Of the graves scattered along the coast line a number are those of members of the Franklin Expedition who perished in their attempt to reach civilization by way of Backs River. The only other suggestions that were observed of the advent of white men consist of three cairns situated on headlands along the south coast of the Island, one at Cape Herschel (Latitude 68 degrees 41' N. - Longitude 98 degrees 22' W.) left by Simpson in 1839, one on a headland twenty miles east of Cape Seaforth which was established

....by C.F.Hall...

Netselingmeut man

King William Island

by C. F. Hall about 1869, and the last on the eastern side of the entrance to Gjoa Haven, marking the point at which Amundsen and his party wintered during 1904-5. Rasmussen, who reached King Williams Island during the spring of 1923, built a greenland dugout on the western slope of Cape Seaforth where the excavation, with its caribou skin lining, were still to be seen which later in the same season Peter Norberg established a small trading post for the Hudson's Bay Company which is still occupied. This post, at the time of our arrival, consisted of only two buildings, one a small store built of sheet iron, the other a double canvas house which was used as a residence. Later a wooden house, 16 x 20, was erected to house the crew of the schooner "McPherson", which was eventually forced to winter at this point.

Shortly after the schooner anchored in the bay opposite the King William Island Post, Mr. W. Gibson, the relieving agent for the Company, and the writer, took up quarters on shore, the others who were destined for a point on the south coast of Queen Maud Gulf remaining on board. The first days after our arrival were spent in unloading the schooner, building caches, using lumber floors with canvas coverings, and in reloading the boat with an outfit with

....which....

which it was intended to establish a trading post at the mouth of Parry River.

On the 7th, the weather became very unsettled and during the following morning the first heavy snow fell, covering the ground to a depth of about four inches. This, however, lasted only a few hours as a quick rise in temperature dissipating the greater part of it.

The skipper of the boat decided that no move would be made until the weather became more settled, as he was to take the boat into an unknown area filled with islands and reefs, and had no knowledge of harbours or sheltered places in which to anchor should heavy weather develop. It had been my intention to put up a double tent for winter and for this purpose I had bought a small supply of rough lumber, but eventually this was used in the construction of the caches and an arrangement made for me to live with Mr. W. Gibson, the Company agent, in the canvas shack already erected.

The weather during the 9th, 10th and 11th, was blustery with many snow flurries and the boat remained in port until the morning of the 12th, when the anchor was hoisted at 5.15 a.m. The party for Parry River consisted of Mr. W. Seymour, Miss M. Seymour, Rudolph Johnson, Nels Holmes, Mr. J. Livingstone (agent at proposed post) and

32

"Angote" Akovoligjuakmeut
King Williams Island

"Ooja", who had been brought from Cambridge Bay.

The settlement of King Williams Land had thus been reduced to Mr. Gibson and myself, no natives had been seen since the arrival of the boat.

After the departure of the boat on the 12th, the day was spent in hanging fish nets and getting them set as Mr. Norberg reported that shortly after freezing weather the fish would no longer come into the bay. On this day the temperature was already well below freezing with young ice making on the salt water.

On the 13th, two more nets were hung and set, and those already out overhauled with fair results, the fish being salmon and whitefish.

On the 14th, four nets were overhauled, the yield being 24 fish, the balance of the day was spent in completing the caches. The weather had moderated somewhat, with wind fairly strong from the south east.

On the 15th, there was a high wind but the temperature not below freezing. For the time our days appear to be filled with routine duties, fishing and putting everything in shape for the winter. The only variation to report being a light fall of snow during the evening of the 16th.

The 17th and 18th passed much in the same way and

....by the....

34

"Hounga" Netselingmeut

King William Island.

by the 18th it was considered that everything was in ship shape for winter with the exception of some repairs and additions to the canvas house, which were finished on the 19th. There were some large salmon or salmon trout coming from the nets, the largest weighing possibly thirty pounds.

On the 20th, the stream entering the end of the harbour froze over and from this time on no more fish were secured from the nets. The total catch of fish, while enough for household use, in no way solved the dog food problem.

On the 21st, the first excursion was made into the interior, a number of lakes eight to ten miles north being visited. Three caribou were seen, but the dogs, which we had allowed to follow, saw them first and none were secured. Another trip inland for about ten miles was taken on the 22nd, but no caribou were seen - plenty of fox tracks everywhere - but no birds, the ducks having migrated some days before. During the day the wind came strongly from the S E which was followed by heavy rain taking away what snow was still on the ground.

The 23rd and 24th were spent chiefly on remodelling the interior of our house, outside work being interfered with by rain. The nets were looked at without results.

....The 25th.....

The 25th was spent in erecting a fair sized beacon on the elevation behind the buildings, which is one of the high points in sight from the camp Its altitude is possibly fifty feet above sea level.

On the 26th, a canoe trip was taken through the islands to the west. The weather was fine and a number of islands were examined, but beyond a few minor trinkets nothing was found. There were indications on all islands of caribou, all dating from the previous spring.

On one island located three miles west of the harbour, a cairn was erected to help boats, coming from the west, to locate the post.

During the afternoon a boat heading east was sighted. Upon its arrival abreast of the island we were on at the time, it was seen to be the "McPherson". It transpired that during the two weeks which the boat had been absent, they had encountered nothing but snow squalls and thick weather and had gotten not more than seventy five miles from the post. They had been unable to locate an inner channel along the south side of Queen Maud Gulf, and failed entirely to reach their objective, the mouth of the Parry River. The enterprise of establishing a new post had been abandoned for the season, and a decision arrived at

....to camp....

to camp for the winter at King Williams Land. This meant that the arrangements for the winter, which it had been hoped were quite complete, were really not properly begun as a new house was a necessity and some fifty tons of freight aboard the boat was still to be taken care of.

From September 27th to 30th, everyone was busy either unloading the boat or working on the new house. The weather was getting gradually colder and several wind storms with driving snow helped to delay operations. The first week of October was also spent in this way, the temperature dropping each day, ranging from 6 above zero to 8 below.

On the 6th, the first large flock of ptarmigan appeared, and a number were killed, and on the 8th two caribou were seen on a ridge about one mile from the buildings. All hands went out in chase, and both were secured by the native "Ooja", who had returned with the boat.

It was found that an additional wing would have to be added to the canvas house to accommodate Mr. Livingstone. This was accomplished by erecting a light frame on which a double tent was hung, this work being completed on the 9th, 10th and 11th. The weather has turned much warmer, the thermometer showing 30 above for each of these days.

....On the....

On the 12th, another trip was made north west from the post. The fresh water lakes were all frozen over and remained so for the balance of the winter. The only life seen was one fox and many flocks of ptarmigan. The ptarmigan are all travelling south, and will, no doubt, disappear altogether in the no distant future.

On the 13th, the salt water was freezing quickly. Ooja killed a polar bear a few hundred yards from the houses and during the day three natives were seen on the coast of Adelaide Peninsula, which is three miles distant from the post. They were manifestly waiting for ice considtions that would permit of their crossing to the King Williams Land side.

The 14th came in with a strong N W wind with the snow dry and flying in clouds. This was the forerunner of many blizzards which visited King Williams Land during the following few month. During the night of the 13th - 14th, the ice had set on the straits, and early on the morning of the 14th an Eskimo, his wife and two young children crossed from Adelaide Peninsula. They reported the ice off shore as still very thin but, after getting something to eat, they returned to the Adelaide side with a sled and several Hudson's Bay Company dogs to bring over their camp. The temperature

....early....

early in the morning was 6 below, but during the day rose to plus 20 above zero.

The wind continued on the 15th with plenty of snow flying so that day was spent doing odd jobs indoors. Temperature still plus 20.

On the 16th the wind dropped leaving the snow drifted hard. The temperature had risen to plus 32, rain all day. During the forenoon enough ice was cut from a fresh water lake to supply the house with water for the winter. The fresh water ice was 14 inches thick. By evening everything was thoroughly wet, rain having continued most of the day. No wind, maximum temperature plus 34.

The 17th was another warm day, plus 32 to plus 34. A trip was made easterly along the coast. Many old Eskimo caribou caches were found on the ridges but no sign of life was seen on this trip, nor were any caribou tracks in evidence.

The natives that arrived from the south a few days ago said that the caribou had been fairly plentiful on the Adelaide Peninsula side of the straits during the greater part of the summer. Ohokto (the man) reported that he had twenty five carcasses cached in the rocks which he hoped would feed himself and family during the greater part

....of the....

of the winter.

Three days were spent in improving the interior of the house, building small sleds for minor trips, developing and printing photographs and in prospecting in the vicinity of the post for signs of caribou. Our programme called for a fair amount of fresh meat both for ourselves and our dogs but as the days passed it became apparent that the caribou had not visited the Island in any numbers during the preceding summer.

The temperature was still plus 15 on the morning of the 21st. A trip was made due north for a distance of about fifteen miles, many small fresh water lakes were seen. The country is all very low, no hills rising more than about fifty feet. The only signs of life seen were fox tracks and several flocks of ptarmigan. Another native put in his appearance during the day. He reported that he had spent the summer fishing on a stream on the eastern end of the Island. He arrived overland and returned soon after to bring his wife and child to camp. He appeared to be practically destitute of clothes, the failure of the caribou migration having left the Island without clothing skins.

During the following days the weather appeared to be settling into its winter stride. The temperature

....dropped....

dropped somewhat and strong northwest winds kept the air full of drifting snow until the 27th, when the thermometer at zero, the first real blizzard of the winter developed, which kept every one indoors for the following two days, the time being spent in overhauling winter furs and such housework as our establishment called for.

It was not until the first of November that the weather became somewhat settled when a trip ten miles northeast was made. Before evening, however, the blizzard was on again, and the ten miles home was made very slowly. Nothing alive was seen. Old caribou caches were common. Temperature plus 19 to plus 3.

The morning of the 2nd was very foggy but visibility later improved and a twenty mile trip north was taken. The snow had drifted very hard and travelling was good underfoot. Fox tracks and a few ptarmigan were the only signs of life. Temperature plus 3 to plus 5.

The 3rd was clear with no wind. On a trip of seven hours across country plenty of fox tracks were seen but nothing else except one snowy owl. Travelling very good. Temperature plus 8 to 0.

The 4th was clear with light S E wind. Temperature plus 8 in the morning, dropping to plus 12 by 5 p.m.

Seven hours were spent out over country, many ptarmigan and fox tracks being seen.

On the 5th, weather was fine, light easterly wind. Sky clear and the sun bright. Daylight at ' a.m. Seven hours out over country provided a glimpse of two live foxes.

During the day, natives Ooja and Ohokto left with company dogs to bring in caribou meat cached on Adelaide Peninsula. Temperatures plus 5 to plus 3.

The 6th was another day of blizzard with travel or outside work impossible. Temperatures plus 2 to plus 5. The day was spent in making beants for a travelling sled.

The morning of the 7th was repetition of the previous day, with temperatures plus 5 to plus 9. At noon, when the wind moderated somewhat, a ten mile trip north-easterly was taken.

The 8th and 9th were spent afield, many fox tracks and several foxes and snowy owls were seen. Lemming are very plentiful which accounts for both the foxes and owls.

The 10th was a fine bright day with little wind. Travelled twenty miles during day in a north westerly direction, but saw nothing but ptarmigan and tracks of foxes. Temperatures plus 11 to plus 6.

....On the....

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Crew of the H.B.C. Schooner

"Fort MacPherson"

King William Island
Oct. 1925.

On the 11th the sky was overcast but the weather was very good with fair visibility. Out over hills for eight hours with the same results as previous days. Temperatures plus 9 to plus [illegible].

We had now been settled in what may properly be called our winter routine for about thirty days which have been reported in diary form in the immediately preceding pages. The time was spent, when weather conditions permitted in making one day trips in various directions from the post, the stormy days being used to work on sleds, dog harnesses, fur clothing and on other necessary preparations for more extensive travel later in the winter. The short trips had a two-fold object, to learn everything possible about the country and to get men and dogs in condition for long and arduous trips, which they would be called upon to make later in the winter. The foregoing summary of the diary may be taken as a fair representation of the ordinary winter routine which lasted until the first long trip which was undertaken on the 2nd of March, 1926. As the detail of the daily routine for this interval will in no way add to the reader's knowledge of the life and conditions maintaining, the only incidents that will be recorded for the following several months will be those that are not in the nature of

....routine....

Date 4th Sept 1925. Observer L.T Burwash
Place --- Hat Island
Position .. Long. 101° W Lat 68°-25' N
Time --- 5-30 P.M
Bearing of Reference Line ---- North

H C R FOR DIRECTION OF MAGNETIC NEEDLE

North End	South End
1 -- 31°-30'	1 -- 31°-20'
2 -- 31°-19'	2 -- 31°-16'
3 -- 31°-22'	3 -- 31°-08'
4 -- 31°-26'	4 -- 31°-11'
5 -- 31°-32'	5 -- 31°-12'
Mean of N. End 31°-26'	Mean of S End 31°-13'

Approx Magnetic Variation 31°-19.5'

Date 19th Oct 1925. Observer L T Burwash
Place - King William Island
Position
Time - Noon
Bearing of Reference Line Ast North

H.C.R. FOR DIRECTION OF MAGNETIC NEEDLE

North End	South End
1 -- 15°-34'	1 -- 15°-30'
2 -- 15°-21'	2 -- 15°-16'
3 -- 15°-17'	3 -- 15°-15'
4 -- 15°-19'	4 -- 15°-15'
5 -- 15°-20'	5 -- 15°-13'
Mean of N. End 15°-22'	Mean of S. End 15°-18'

Approx. Magnetic Variation 15°-20'

Date 31st Aug 1925. Observer L.T Burwash
Place - Cambridge Bay
Position Long. 105°-07' W Lat 69°-06' N
Time -- 4-20 P.M.
Bearing of Reference Line Ast. North

H.C.R FOR DIRECTION OF MAGNETIC NEEDLE

North End	South End
1 -- 51°-37'	1 -- 51°-34'
2 -- 51°-31'	2 -- 51°-22'
3 -- 51°-22'	3 -- 51°-27'
4 -- 51°-37'	4 -- 51°-41'
5 -- 51°-32'	5 -- 51°-36'
Mean of N. End 51°-32'	Mean of S End 51°-32'

Approx. Magnetic Variation 51°-32'

Date 19th April 1926. Observer L T Burwash
Place -- Kogmatelle
Position - Long 90°-30' W Lat. 68°-40' N
Time -- Noon
Bearing of Reference Line Ast. North

H.C.R. FOR DIRECTION OF MAGNETIC NEEDLE

North End	South End
1 -- 23°-51'	1 -- 23°-47'
2 -- 23°-46'	2 -- 23°-44'
3 -- 23°-42'	3 -- 23°-48'
4 -- 23°-44	4 -- 23°-43'
5 -- 23°-41'	5 -- 23°-45'
Mean of N End 23°-45'	Mean of S. End 23°-45'

Approx Magnetic Variation 23°-45'

Date 6th May 1926 Observer L.T. Burwash
Place -- Pelly Bay
Position - Long. 87° W. - Lat. 68°-40' N
Time -- Noon
Bearing of Reference Line Ast North

H.C.R. FOR DIRECTION OF MAGNETIC NEEDLE

North End	South End
1 -- 34°-58'	1 -- 34°-57'
2 -- 35°-07'	2 -- 34°-59'
3 -- 35°-10'	3 -- 34°-52'
4 -- 35°-06'	4 -- 34°-55'
5 -- 35°-06'	5 -- 35°-01'
Mean of N. End 35°-05'	Mean of S End 34°-56'

Approx Magnetic Variation 35°-01'

OBSERVATION FOR MAGNETIC DECLINATION

TO ACCOMPANY REPORT

BY L.T. BURWASH

1925 - 1926

Date 4th Sept. 1925. Observer L.T Burwash
Place... Hat Island
Position .. Long 101° W Lat 68°-25' N
Time ... 5-30 P.M
Bearing of Reference Line .... North

H C R FOR DIRECTION OF MAGNETIC NEEDLE

North End	South End
1 ... 31°-30'	1 ... 31°-20'
2 ... 31°-19'	2 ... 31°-18'
3 ... 31°-22'	3 ... 31°-08'
4 ... 31°-26'	4 ... 31°-11'
5 ... 31°-32'	5 ... 31°-12'
Mean of N. End 31°-26'	Mean of S End 31°-13'

Approx. Magnetic Variation 31°-19.5'

Date 19th Oct. 1925. Observer L T Burwash
Place .. King William Island
Position
Time .. Noon
Bearing of Reference Line .. Ast North

H.C.R. FOR DIRECTION OF MAGNETIC NEEDLE

North End	South End
1 ... 15°-34'	1 ... 15°-30'
2 ... 15°-21'	2 ... 15°-16'
3 ... 15°-17'	3 ... 15°-15'
4 ... 15°-19'	4 ... 15°-15'
5 ... 15°-20'	5 ... 15°-13'
Mean of N End 15°-22'	Mean of S. End 15°-18'

Approx. Magnetic Variation 15°-20'

Date 31st Aug 1925. Observer L T Burwash
Place - Cambridge Bay
Position Long. 105°-07' W Lat 69°-06' N.
Time .. 4-20 P.M.
Bearing of Reference Line Ast. North

H.C.R. FOR DIRECTION OF MAGNETIC NEEDLE

North End	South End
1 ... 51°-37'	1 ... 51°-34'
2 ... 51°-31'	2 ... 51°-22'
3 ... 51°-22'	3 ... 51°-27'
4 ... 51°-37'	4 ... 51°-41'
5 ... 51°-32'	5 ... 51°-36'
Mean of N. End 51°-32'	Mean of S. End 51°-32'

Approx. Magnetic Variation 51°-32'

Date 19th April 1926. Observer L T Burwash
Place -- Kogmatelle
Position - Long 90°-30' W Lat. 68°-40' N
Time -- Noon
Bearing of Reference Line Ast. North

H.C.R FOR DIRECTION OF MAGNETIC NEEDLE

North End	South End
1 ... 23°-51'	1 ... 23°-47'
2 ... 23°-46'	2 ... 23°-44'
3 ... 23°-42'	3 ... 23°-48'
4 ... 23°-44'	4 ... 23°-43'
5 ... 23°-41'	5 ... 23°-45'
Mean of N End 23°-45'	Mean of S. End 23°-45'

Approx. Magnetic Variation 23°-45'

Date 6th May 1926 Observer L.T. Burwash
Place .. Pelly Bay
Position .. Long. 87° W. .. Lat. 68°-40' N
Time .. Noon
Bearing of Reference Line Ast North

H.C.R. FOR DIRECTION OF MAGNETIC NEEDLE

North End	South End
1 ... 34°-58'	1 ... 34°-57'
2 ... 35°-07'	2 ... 34°-59'
3 ... 35°-10'	3 ... 34°-52'
4 ... 35°-06'	4 ... 34°-55'
5 ... 35°-06'	5 ... 35°-01'
Mean of N End 35°-05'	Mean of S End 34°-56'

Approx Magnetic Variation 35°-01'

OBSERVATION FOR MAGNETIC DECLINATION

TO ACCOMPANY REPORT

BY L.T. BURWASH

1925 - 1926

routine.

CHAPTER VII.

Up to November 12th, the only natives seen were two families both of which had spent the preceding summer within a short distance of the post. The first to arrive, "Ohokto" and his wife and two children had spent the previous three months on Adelaide Peninsula, the other an older man with his wife and one child having summered on the eastern end of King Williams Island where they lived on an unvaried diet of fish. Both of these families built permanent igloos close to the post, one, "Ohokto", undertaking the duties of post servant, the other electing to fish and trap in the vicinity of the post. Both, no doubt, made this decision with a secret reservation that their living was to be supplied by the Hudson's Bay Company. It was not until the 23rd of November that more natives were seen. On this date four families arrived, coming from the main sealing camp of the Netseli'gmeuts which was then located on the ice some miles south of Rae Strait. These families had hunted during the past summer on Boothia Peninsula, near Cape Britannia and reported a successful season with plenty of caribou, fish and a few musk ox still in their caches.

....Physically...

Netselingmeut Boy
King Williams Island

Cairn erected by Amundsen
south coast King William Island

Physically all of the natives, seen thus far, were much above the average. Muscular men and women comparing favourably in stature with white men, with clear skins and clear eyes, every appearance of perfect health and with every confidence in their ability to garner from the country a living for themselves and their dependents. Mentally they proved to be much as other races, the wise, the commonplace, and the simple, this classification being entirely comparative, the wise being wise only in matters of moment to themselves, the simple being simpletons among a simple people.

They are as yet practically untouched by civilization their only school has been that of nature ruled by the sternest of masters necessity with a curriculum entirely devoted to domestic economy. In this school the clever have learned much, the commonplace just enough while the simple graduate as are the Eskimo equivalent of our hewers of wood and drawers of water.

The glimpses of civilization so far permitted to these people have not yet stirred in them any ambition to achieve great wealth, the policy of providing against immediate necessity being considered quite far reaching enough.

....The only....

The only valuable commodity which they produce in any volume consists of the pelts of white fox but in planning their winter campaign to secure those they appear to limit the prospective catch to just enough to secure their outstanding necessities trusting to the surplus of seal, meat or fish secured in the routine of their every day life to supply a medium of exchange with which to meet their minor wants.

All natives seen so far appeared to know nothing of the Franklin party. They come from Boothia Peninsula and were not the tribes to see the Franklin party on the march. The King Williams Land natives, who did encounter this party on their last march, have all moved westward to the south shore of Queen Maud Gulf. So far none of these have visited the post. The Boothia natives, however, speak of a large boat covered by water somewhere in Ross Strait, but know nothing as to its origin. They state that the east coast of King William and Matty Islands have long been a source of supply of iron and wood, this being found cast up on the beach. From implements in their possession the wood thus secured appeared to be heavy hardwood similar to that used in ship's fittings or heavy casks while the iron was undoubtedly once used as barrel hoops.

....It was....

It was not until December 4th that the first natives from the westward visited the post. This party consisted of a young hunter named Ikalo (the fish) with his two wives and one infant child. They appeared to be quite the physical equals of the Netselingmeuts but having manifestly taken full advantage of the hard native training and had in addition been more in contact with civilization. Their clothing showed more of a desire for ornamentation and their accoutrements, a much closer contact with the white trader. Their summer had been spent far inland to the south of Queen Maud Gulf but while caribou had been plentiful during the summer the major part of their hunt had been made so far from the coast that no great amount of meat could be brought to their winter quarters on the salt water ice. The sealing had been very poor leaving them almost destitute of fuel while for food they had thus far depended on fish which were none too plentiful. Ikalo had, however, trapped a number of foxes, the pelts supplying him with the wherewithal with which to purchase his immediate necessities. On the 6th, the first near tragedy was enacted. Mr. John Livingstone of the staff of the Hudson's Bay Company in spite of the fact that it was very cold and the visibility almost nil, decided to go over a trap line. Before evening

....the wind....

Netselingmeut
men

King William
Island

38

the wind increased developing into a blizzard. As Livingstone had not returned by 7 p.m. a council was held at which it was decided that to locate him in the storm would be impossible, no one of those in camp knowing where his trap line lay. All that could be done was to hoist lights on the highest point available and to burn flares made from coal sacks soaked with kerosene. This proved effective as Livingstone eventually caught sight of the signals and reached camp about midnight. It was well that he was able to do so as for the following forty eight hours a blizzard raged, which would have meant his certain death had he not made camp.

On the 10th, two young natives, little more than boys, arrived from the seal camp to the east bringing frozen meat and fish for the use of several quite old natives who had taken up winter quarters near the post.

On the 14th, daylight lasted about 3½ hours. While the sun did not show above the horizon for some time before and after noon, the southern sky was filled with the most wonderful colours, red and old rose predominating, which, when followed north, gradually changed to violet.

About the 1st of December, Mr. Gibson, agent of the Hudson's Bay Company, accompanied by Ohokto, left by

....dog train....

dog train with the mouth of Backs River as their objective. They returned to the post on the 20th having reached and passed their destination. It had been hoped that natives would be found in that vicinity but the trip to the south east side of Franklin Lake and return was made without any result except the loss of two dogs and a great deal of discomfort. During the time they were away the temperature had been very low and the weather almost uniformly stormy. One or two abandoned igloos and the trail of an Eskimo sled which had crossed Franklin Lake in an easterly direction were the only signs of the supposed local inhabitants. The only game seen was one caribou which was not secured.

On the 22nd, the weather was still cold with high winds and flying snow, which in no way invited travel or outdoor work. Christmas being only three days away our whole community decided to devote the intervening time to the preparation of what limited festivities our resources permitted.

Our stock of fresh food consisted of a few pounds of caribou meat, a few eggs and ten pounds of potatoes, the failure of the fall caribou hunt having made unexpected demands on our larder, but of other provisions we had an ample supply and a varied assortment which enabled us to

.....plan a....

Netselingmeut woman
King William Island

plan a twelve course dinner that, on Christmas day, proved a complete success.

The day after Christmas the shortage of fresh meat and fish was relieved by two Netselingmeut natives who arrived from the isthmus of Boothia bringing a supply of both which they were glad to exchange for tea, sugar, tobacco and other white man's commodities.

The continued storms had made a great difference in the appearance of the settlement, when the snow had drifted hard enough both houses had been built over with blocks until a wall and roof of about two feet in thickness covered the buildings, as the winter progressed the drifts around the buildings rose higher and higher until by Christmas a forty foot tunnel with rooms cut on each side for the storage of coal and other supplies was necessary to connect the houses with the outside world. Of the lower house, the only indication showing above a field of level drifted snow being about one foot of stovepipe and the top of the ventilator.

From the New Year until spring each succeeding storm called for a fatigue party to either clear the entrances to the house or to extend the tunnel to the open air until by April one tunnel had reached a length of eighty

....feet.....

[illegible]

[illegible]

[illegible]

[illegible]

but [illegible]

[illegible]

[illegible]

[

feet. It was also necessary to excavate openings to our window although by midwinter the amount of light thus admitted had, even at noon, to be augmented by lamps. About the new year several more native families from the south coast of Queen Maud Gulf arrived bringing a fair number of fox pelts which were traded to the Hudson's Bay Company.

On January 4th, Mr. Livingstone, accompanied by a Parry River Eskimo and his family, left to visit the sub-district manager, Mr. Herodier, at Kent Peninsula.

From the 4th until the 10th, the weather varied from fine to hopeless. Native hunters were visiting the camp more frequently, the whole Netselingmeut community having followed the seals westerly from Boothia Peninsula and were now camped much closer to the post.

The 11th was a clear, cold day and marked the return of the sun. It was not visible from the coast but lighted the higher country inland for a few minutes at noon. No one who has not experienced the complete absence of sunlight for a more or less lengthy period can properly appreciate what this annual return of light and hope of warmth means to the people of the North.

Until the 27th passed without event, unless the employing two Netselingmeut natives, Angnowya and Angote

....may be....

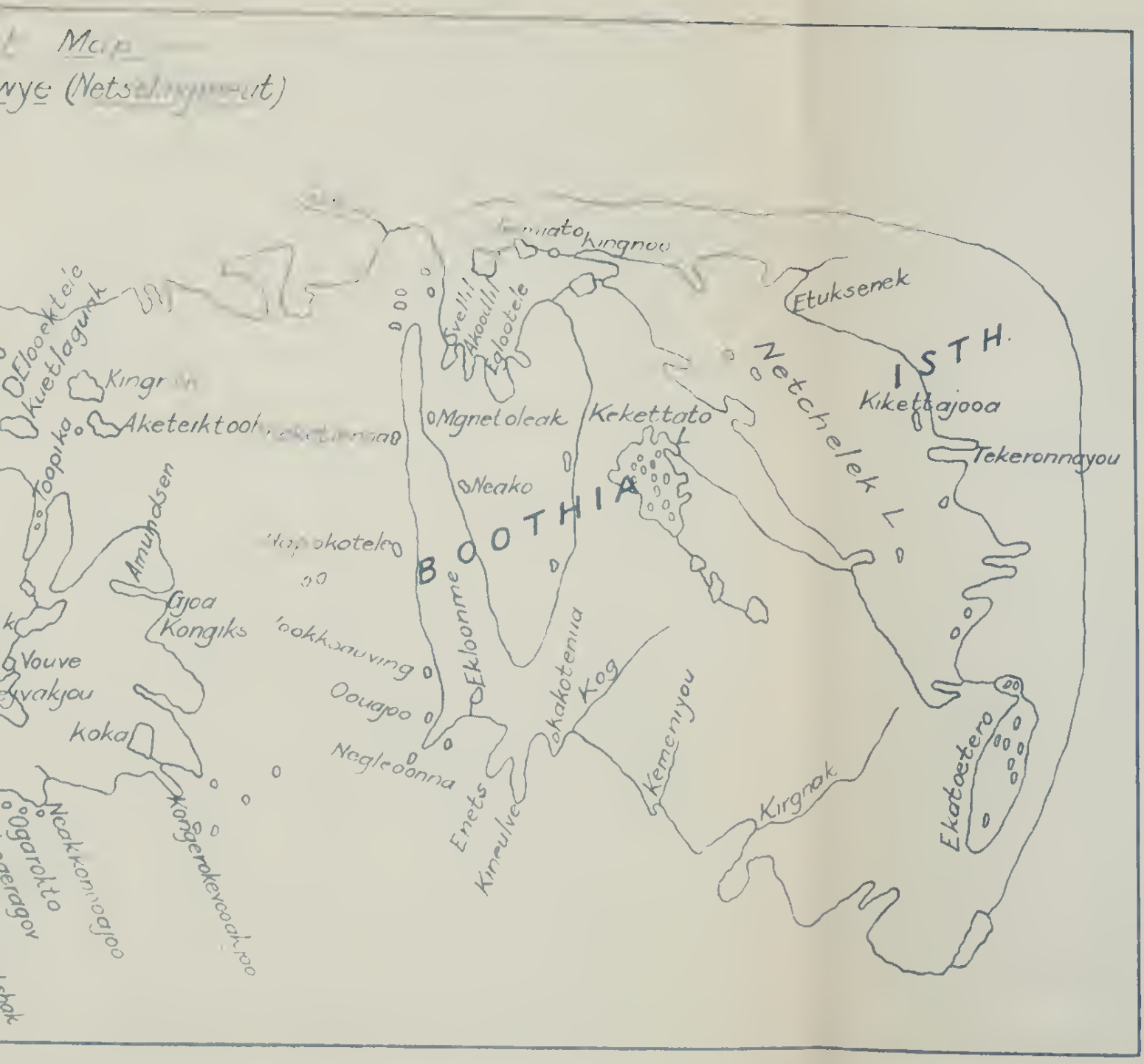
may be classed as such. My arrangement with them was that they would give their time to me for the rest of the winter. There was still much to be done to complete the preparations for the trips during the coming months. First, to build an igloo large enough to serve as a workshop for the assembling of a sixteen foot sled and then much detail before a long trip could be undertaken. In this work both Angnowya and Angote proved most efficient, everything being in readiness before the date set for our departure.

On the 28th, Mr. Nels Holmes, a member of the crew of the schooner "McPherson" left on a trip to the sealing camp where he hoped to be able to purchase dog food and fresh fish for the post. He returned about two weeks later reporting a successful trip, he having secured all the dog feed he and a second team he had engaged could haul. He found the travelling conditions on the salt water ice excellent and the natives at the large sealing village south of Rae Strait prosperous and contented. The following month passed without any outstanding event, much of the time being spent on the construction of a new sled and on repairs to another, the making of dog harnesses and on the selection and repacking of a travelling outfit. Native visitors were more numerous, many of them remaining some time in the

....vicinity....


Sketch Map
By Angnowye (Netselingmeut)
Fish
Oolooktele
Kuetlagurk
Kingnok
Aketeiktooh
Keketlenna
Kingtoojoo
Toopiko
Amundsen
Napokotelee
KING WILLIAM IS.
Takevuk
Gjoa
Kongiks
Tookkoauving
Vouve
Takkeyvakjou
Ooujoo
Takckjooak
Koka
Negleo
Kangeragov
Ogarokto
Neakkomoojoo
Kongerokeyooakjoo
Kangeragovrookshak

....between,...


Map
(Netsel
Kingnoo
Etuksenek
Svellil
Akoolil
Igloolele
Netchelek L.
ISTH.
Kikettajooa
Tekeronnayou
Mgneloleak
Kekettato
Neako
BOOTHIA
Kingr
Aketeiktoo
Amundsen
Gjoa
Kongiks
Vouve
Ekloonne
Ookpo
Negleoonna
Kog
Kemeniyou
Kirgnak
Ekatoetero
Kingerokevoak
Neakkomoojoo
Ogarokto

....between,...

vicinity of the post during which time they augmented their food supply by fishing through the salt water ice for Tommy Cod. An examination of the holes cut for the above purpose showed the ice in Simpson Strait to have a fairly uniform thickness of about fifty eight inches.

On February 20th, Mr. Livingstone returned from Kent Peninsula post having been absent since the 4th of January. Nineteen days were spent on the trip from King Williams Island to Kent Peninsula post while the return occupied one day more. Mr. Livingstone found a comparatively large native population scattered along the southern coast of Queen Maud Gulf, all of whom he reported as being well provided with all necessities except dog food. The same native, who accompanied him when leaving King Williams Island, returned with him. His attitude towards white men was summed up in his answer to Livingstone's first request, that he travel with him to Kent Peninsula, when he said, "I always say yes to the white men".

CHAPTER VIII.

March 2nd., had been set as a provisional date of departure on what was intended as a visit to the Netselingmeut at their several sealing villages scattered on the ice

....between,...

L. T. Burwash - King William Island
October, 1925.

Burwash's sled - made King William Island
Ready for the trail

between King Williams Island and Boothia Peninsula.

Final arrangements were completed and the sleds loaded during the forenoon of this date and a start made at 2 p.m. The expedition now consisted of two sleds, two natives, Angnowya and Angote, nineteen dogs and myself, a third sled with part of our load have preceded us one day.

At 5.30 it was decided to camp and an igloo was built some miles off the coast. Here we spent a rather uncomfortable night as the the igloo had been hurriedly built and was anything but warm.

At the time of leaving King Williams Island dog food was most difficult to secure, only enough to feed the dogs twice being available. It had been hoped that the first sealing camp would be reached in four days in which event this supply of food for the dogs would be ample as from Mr. Holme's report more could be obtained from the natives. The four days, however, gradually lengthened into nine before we reached our first objective. Angnowya had a caribou cached at a point along the coast, which helped to keep the dogs on their feet, but by the time the native camp was reached, they were sorry looking teams. On the morning of the 3rd, we broke camp at 8 a.m. and keeping out on the salt water ice proceed about due east until 4.30 p.m. when an

igloo built by Angnowya some little time b 'ore was reached. The weather had been clear but the temperature quite low, the minimum during the day being 30 below zero. The trail was very good and, considering the weight of the loads, the days run had been excellent.

Next morning we were awakened by a howling storm and a glance at the conditions prevailing outside the igloo told us that one day at least was to be lost.

It was not until the morning of the 7th that the storm moderated and preparations commenced for the renewal of our journey. When it came time to hitch the dogs many failures in the harnesses developed, which took time to remedy and before this was completed the blizzard had developed again. Everything was moved back into the igloo where we spent the day in reconstructing the roof which our primus stoves had almost thawed away.

On the morning of the 8th., the weather had improved greatly. It was still cold, 24 below zero, but the little wind blowing was from the west and consequently in our backs. The igloo was left at 9 a.m., Todd Island being passed shortly after noon. A few miles north of this point was Gjoa Haven, the harbour in which Amundsen and his party spent two winters (1904-5) during their trip through the

....North....

[illegible]

[illegible]

[illegible]

North West passage.

At this point part of the ice shoeing of the large native sled became detached, the balance acting as a rough lock, which made progress most arduous. An igloo was finally built when we had proceeded about six miles where we camped for the night. The dogs, who were showing signs of the lack of food, were given a ration of dry rolled oats as a substitute, though a poor one for the raw meat to which they were accustomed. The following morning two hours were spent in making temporary repairs to the damaged sled shoeing which delayed our start until 10 o'clock.

After 6½ hours of travel, during which time a high pressure ridge, which called for the doubling of the teams on each sled, was crossed, camp was made, the igloo being built in the lee of a berg which rose possibly seventy five feet above the sea ice. At this point what must have been a headland along the King Williams Island coast lay approximately five miles to the north west. Another day without proper food showed clearly in the condition of the dogs. When the sleds were unloaded it was found that a case containing several very necessary articles of diet had fallen out of one of the loads. As its recovery was only a question of hours Angnowya spent the 11th on the

....back trail....

back trail. He returned with the missing case too late in the day to move camp. During the night the dogs raided our cache eating or destroying ten pounds of rolled oats, some seal skin boots and fur clothing.

The camp was left at 9 a.m. on the 12th, a course about due east, through much rough ice, being taken. At 2 p.m. the first signs of the seal hunters were picked up and an hour later their village, which lay two miles to the south of our course, was reached. Here we found fifteen large igloos which housed the greater part of the Netselingmeut tribe. We were welcomed in the true Netselingmeut manner, the men first standing in a group at some little distance while the women of the settlement, who were mothers, each with a knife in her hand ran around our loaded sleds in a wide circle. According to their belief the track left by the women would encompass any evil spirits that had followed us across the ice thus keeping them out of their settlement. After this formality had been observed, the men advanced to greet us and I, more or less automatically, undertook to shake hands but was stared at in blank amazement. However, Angnowya, whose month at the post had advanced his knowledge of white men's ways, explained to them that this was a white man's welcome, and the natives,

....who are....

who are always interested in anything new, then consented to become acquainted in a white man's way. As they showed every inclination to be most friendly and helpful, two circles indicating the size and position of the igloos we would like were marked on the snow and within an hour they had erected for us a large and fairly comfortable home. Our share in the proceedings was now clearly indicated so the primus stoves were lighted and kettles of tea and rations of hard tack produced as quickly as our domestic arrangements would permit after which everyone was given a pipeful of tobacco and a very sociable evening was spent.

As some of the natives met had visited the post during the earlier part of the winter we were not among entire strangers but to others and more especially to the children a white man was a decided curiosity.

The village in which we found ourselves was the fourth of a chain that had been built by this band, the others as the sealing failed or better locations were found having been abandoned. These natives had spent the winter in the usual uneventful way and had met with fair success in their hunt securing enough seal to provide oil for their lamps but much of their food had been drawn from their meat and fish caches located on Boothia Peninsula. Many of these

Entrance to igloo in which party lived with the seal hunters

Native cache at the sealing camp

caches had been built shortly before the freeze up when both caribou and fish were plentiful, but others consisting of dried meat and dried fish were the result of the previous summer's hunt.

They informed us that they seldom used their rifles on the fall caribou hunt as these could easily be killed with spears while they were fording the streams or lakes. Many of the men, although possessing a rifle of sorts, were still equipped with bows and bear spears with which they said, should their ammunition fail, they could support themselves.

No difficulty was found in purchasing seal, frozen fish and rancid caribou meat so the famine amongst our dogs for the time ended.

A week was spent in this settlement, the ordinary daily routine of the native being followed as far as it was possible. At daylight the hunters would scatter over the ice accompanied by a dog on a leash whose duty it was to locate the seal holes. When one of these was located it was first carefully examined, a long slender probe made of caribou horn, or, should the hunter be more advanced, heavy iron wire being used to locate the exact centre of the opening in the ice which lay two or more feet below the

....surface....

Scenes at the sealing camp on the ice
30 miles off shore

surface of the snow. In this operation great care must be taken not to disturb the snow more than is necessary as any unusual amount of light would spoil any chance of the seal using that particular breathing hole. Each seal keeps a number of these holes open and appears to visit them more or less in turn. After these preliminaries are complete a wind break is built of snow blocks and the hunter takes up his position, his spear always in readiness to await the coming of the quarry. This may involve a wait of minutes or of many hours and it is here that the Eskimo is schooled in the patience that makes him and his fellows kings, even among the more patient people of the world.

As the light began to fail a general movement towards the village would set in, those that had been fortunate laboriously dragging their seal, the others in no way cast down, planning another day and better luck.

Upon their return each hunter reported at our igloo where he was given a mug of tea and a biscuit.

During the evenings as many as could crowd into our quarters presented themselves and were made happy with tobacco, their contribution of the evening being tales of the country and its people. From these people I learned much of the detail of the ship which lies on a reef off the

....east coast...

east coast of Matty Island and which can scarcely be any other than one of those abandoned by the Franklin party. They all agree as to its location and appearance and state that the coast line in its vicinity has long been productive of both iron and wood.

The commercial phase of my sojourn at this settlement consisted in the purchase of dogs, dog food, harness, fur clothing, boots, specimen native implements and curios. In trade the Netselingmeuts were not above what they considered sharp practice but their efforts in this direction were anything but clever, consisting as a rule of an effort to collect twice for one article or of a request for payment for service or goods not delivered. Exposure of these attempts did not appear to arouse any mental perturbation, they accepting their defeat as one who has done his best with no success.

Upon enquiry it was learned that two other smaller communities were camped, one to the south near Cape Britannia and the other in the vicinity of Rae Strait. No recent communication had been had with either of these villages so their exact location was somewhat in doubt. It was decided to push on to the mainland of Boothia Peninsula and to establish a cache of dog food and other necessities

....at some....

Snow door of igloo

at some point inland from the mouth of Murchison River where it would be of use on the trip from King Williams Island to Repulse Bay. A native named "Nelle i you too", who had hunted and fished on the Murchison River during the preceding fall, was willing to sell both caribou and frozen fish which he had cached at a point on the river known as Kog ma telle so he and his dogs were added to our party and the Netselingmeut village left behind on the afternoon of March 19th. It had been decided to follow the line of abandoned villages which would bring us ashore at a point some miles north of the mouth of Murchison River, but this route was considered preferable as the direct route was said to be through rough ice for the greater part of the way. Starting late in the day it was already dark when the first abandoned village was reached the distance travelled being not more than eight or nine miles. This was really much too close to the inhabited village as, unless restrained, the recently purchased dogs would undoubtedly return to their former owners. The best that could be done was to barricade them in a deserted igloo with the hope that a heavy supper would incline them towards sleep rather than towards their friends. Morning showed that we were to be disappointed by one member of our team. He had burrowed

....his way....

his way out and was not seen again until our return to the village where he and the others of the canine population added to our welcome.

Breaking camp at 10 a.m. on the 20th, seven hours were spent on the trail, one deserted village being passed without a stop, our night camp being made in the second. Some trouble developed in making use of these old camps as at the time their builders left them many fox traps had been set which, while they did not appear to have gathered many foxes, were much more fortunate with our [illegible].

Five hours on the following day brought us to the coast of Boothia Peninsula and gave us our first close view of terra firma in eighteen days. Life on the sea ice had differed but little from that ashore, the only disturbing incidents being the groaning and the cracking of the ice when abnormal pressure, due either to tidal currents or wind, develops. Only one authenticated story has reached me of an ice crack opening across the floor of an occupied igloo. This was experienced by a Mr. Hunter, an employee of the Hudson's Bay Company when travelling in the vicinity of Repulse Bay. Our landing on Boothia had been made at the fall rendezvous of the native hunters returning from the summer hunt and from which point the community leave the

....land....

had to take up their winter quarters on the ice. Here we found only one large igloo which must have housed not less than seventy five people. It had the appearance of having been devloped piecemeal as the hunters with their families congregated, each newly arriving band building against the structure already on the ground and afterwards cutting out the wall between the old and the new. The total length of the igloo as we found it was about sixty five feet, with a breadth of twenty four. As it was impossible to heat so large a building one corner was walled in and a comfortable night spent.

In the morning of the 22nd two hours travel in a southerly direction, during which time we paralleled the coastline, the mouth of Murchison River was reached, the trail then turning gradually to the east as the river was ascended. A cascade occurs at a point about fifteen miles from the river's mouth which marks a fishing ground favoured by the natives during the early fall. The meat and fish we were taking over from Nelle-i-you-too being cached at this point we decided to camp and there to locate the cache of supplies to be used on the trip from King Williams Island to Repulse Bay.

During the night the weather, which had been none

....too good....

too good, became decidedly worse, a heavy storm blowing throughout the next day. As we were, owing to the days lost during the earlier stages of our trip, behind our schedule work was continued until our cache was complete, the storm drifting everything full of snow before it could be covered. Four of the caribou which we had hoped to purchase from Nelle-i-you-too were found to be covered with ice formed by water seeping from the hill above and were not available. One large caribou and about eight hundred pounds of frozen fish were however, secured, part of which was added to our cache, the balance being taken to King Williams Island where it was subsequently used by the dependents of the natives who accompanied me to Repulse Bay.

The section of the western coast line of Boothia Peninsula visited by us was of the same formation as King Williams Island consisting of limestone and clay with comparatively little rock in place showing. In the vicinity of the mouth of Murchison River large sand flats are found with drifted sand covering sections of the sea ice, this drift in places being heavy enough to give the impression of sand bars. The entrance to the salt water inlet into which Murchison River flows is concealed behind a group of low islands and may easily escape notice unless the landmarks,

....which are....

which are none too conspicuous, are known. Eight miles up the Murchison River the formation changes to archean, the country rock consisting of gneiss with much rock in place exposed, the cataract at Kogmatelle, the point at which we had cached our supplies resulting from the narrowing of the river's channel between massive rocky banks.

The river itself is not navigable even for small canoes, the wider stretches being so thickly filled with boulders as to permit of an easy crossing by stepping from stone to stone.

The surrounding country is, in season, most bountifully supplied with both fish and caribou, in addition to which musk ox are occasionally found.

As a fur area, this country can be said to be almost unexploited but the indications of white fox were more plentiful than in any other part of the North visited. Lemming were plentiful and the first warm sunshine brought out many marmot.

At the time of this visit to Boothia no sign of the forerunners of the spring caribou migration were seen. On the morning of the 24th the sleds were loaded with a light travelling outfit supplemented by a supply of frozen meat and fish for use at the post and we turned towards King

Williams Island. Following down the Murchison River to its mouth a direct course to the first sealing village, located some miles off shore, was struck. This was not reached until 6.30 p.m. as a strong head wind blew throughout the day which, combined with a temperature of 18 degrees below zero, retarded us considerably. After camping for the night in one of the abandoned igloos we again got under way at 8 a.m. and made a good run through to the village at which we had left the natives, reaching there at 5 o'clock in the afternoon. Two abandoned villages had been passed without a stop, our days run including three native stages.

On our arrival at the settlement it was found that about half of the natives that we had seen on our previous visit had gone elsewhere, some to join a new sealing camp near Todd Island and others northward to a similar venture in Rae Strait. The only noticeable difference in our reception was that every one encountered demanded to shake hands, one lesson appearing to have taught them the art in detail.

The natives were all most anxious that we should remain with them for a time, visions of tea and biscuits no doubt floating in their minds, but time was beginning to press so our stay was limited to one day. On the morning of

....the twenty....

the twenty third we turned towards Todd Island where we were given to understand quite a large sealing camp had been established. A native named Nahooviak accompanied us driving a light sled which proved too fast for my teams which were fairly heavily loaded. The result was that I, travelling with Nahooviak, leaving the others far behind, reached camp at 5.30. My own drivers arrived quite late in the evening, one "Angnowya" having abandoned his load some ten miles out on the ice. Before their arrival, I, with the assistance of several of the local natives, had built an igloo and was able to compensate my men for their hard day with a hot supper, this incidentally being a very special event as our ordinary fare consisted of hot tea, hard tack and frozen meat or fish. The village in which we found ourselves had sprung up since we had passed earlier in the month but it had already assumed very considerable dimensions and the igloos were large and well built.

The sealing in the immediate vicinity had prospered and this, with the steadily increasing daylight, had a marked effect on the spirit of the community.

It was learned that the natives congregate at this point annually and it is from here that they scatter to their various summer hunting grounds.

....Three....

Three more seal, for dog feed and use at the post were secured and on the morning of the 29th, accompanied by a third native and his dogs, which were rendered necessary by the acquisition of extra dog food, we proceeded towards King Williams Island post. With lighter loads we could have reached our journeys end in one day but darkness found us with still some miles intervening, so an igloo was built in which we spent the night and although we broke camp early the following morning the post was not reached until 2 p.m. All of the dogs had quite recovered from the effects of short rations during the early stage of the trip and appeared to be in fine fettle, but the first news that greeted us on our return was that an epidemic of dog sickness had made its appearance having already claimed a number of victims. It was decided to re-outfit with all speed and get our teams out of the post as quickly as possible. Much, however, had to be done before the equipment and outfits were ready for the trail and it was not until April 5th that a start could be made.

Many natives were in camp from both the east and west. Much of their time was spent in defrauding each other by means of most unconscionable deals in equipment and wearing apparel. In the end the tactics of the westerners

...triumphed..

triumphed as the Netselingmeuts were a sorry looking community when the trading was complete. Their total worldly possessions appearing to consist of the cast off clothing of their rivals.

CHAPTER IX.

At 11 o'clock on the morning of April 5th, we said good bye to the people at the post and started on the long trail to Repulse Bay. A rough computation disclosed the fact that something more than a million steps lay between us and the waters of Hudson's Bay, but as it later developed that much of the distance was to be travelled three times and a lesser part five times, this estimate fell far short of the reality. On the first stages of our journey we were accompanied by Mr. Gibson of the Hudson's Bay Company who proposed to visit the native camps to the east.

It had been the intention to have the dependents of the natives, who were to accompany me, live at the post but at the last moment Angnowya decided to transfer his wife and child to the sealing camp at Todd Island where they would be with his relatives. This called for a rather serious addition to our loads as a native when moving takes

....the greater...

the greater part of his possessions with him. During the first day's run Angote and myself kept pace with Mr. Gibson and his team camping at 5 o'clock, but Angnowya and his family were forced to spend the night in an old igloo about five miles behind us. In the morning Gibson proceeded to the Todd Island camp while Angote and I returned with spare dogs to bring up Angnowya and his family. Eventually by means of a forced march we reached Todd Island at 7 p.m. where we found Gibson already established.

On the morning of April the 7th., our hope that our dogs would escape the epidemic, vanished. Two of the best dogs were already in bad shape and died during the day. Two others were secured to take their places and the expedition accompanied by Mr. Gibson proceeded, following the south east coast of King Williams Island. Two hours' run from the sealing camp Gjoa Haven was passed, the only indication of the Amundsen party visible being a cairn on the easterly headland. The natives had assured us that the run to the sealing camp in Rae Strait could be made in one day but at 7.30 no camp was in sight although we must have travelled not less than forty miles. After a camp on the ice a two hour run brought us to the settlement. Here was found a settlement quite as large as that at Todd Island

....with many...

with many strange faces. As these people hail from the isthmus of Boothia and area north, [illegible] of them not having visited the trading post nor the more southern sealing camps. With the assistance of a number of local natives we built a large igloo where we camped until the next day. I employed a third native named "Oojuk" to accompany me to Repulse Bay as Angnowya was evidently allowing his mind to dwell upon his family and might at any time announce his intention of abandoning the trip as it proved, a few days later, he did.

During the night more sickness developed among the dogs, three being found dead in the morning. Anticipating a further loss five new dogs were added to the teams. In the morning we said good bye to Gibson who was returning to the post. A start was made to the north as I very much wished to visit the magnetic pole then only about two day's travel distant, but many of the dogs were in the first stages of the epidemic so on the following day our course was changed to the south easterly, the first native sealing camp visited on our former trip being the objective. At this camp I had left dog food and trade goods, which would be necessary before reaching our journey's end. Two families of natives were met who proved to be members of the small band based on Bellot Strait. They had wandered far from

....home....

Netselingmeut woman with he child and snowshovel

home no doubt intending to connect with the spring caribou migration at the earliest possible date. Rae Strait is a fair sealing ground and is also the hunting ground of many polar bears, their tracks being seen at frequent intervals.

It was not until the evening of the 12th that our cache of dog food and trade goods was reached. More dogs had died and a number of others were unfit for work. It was decided to push on for Pelly Bay where in the event of further casualties fresh dogs could be secured from Atovaligjuakmeuts. Four days were spent in reaching Kog ma telle, a direct course being followed which led us through many miles of extremely rough ice. This advance cost us four more dogs and left the others less than fifty per cent efficient. At Kog ma telle, we found Nahooviak with his wife and family and later we were joined by Koukookto with his wife and one child and his younger brother Idlooka. These natives who had four good dogs between them offered to accompany us as far as Pelly Bay. Before starting on the next stage of our journey it was necessary to go over our loads again and discard everything that could in any way be dispensed with. Dog food had been provided for thirty dogs, many of which were now gone, so a big economy in this direction was effected and many other articles were

....cached...

cached, the natives being instructed to use them on their return trip. We left Kog ma telle on the morning of the 20th with what we though were comparatively light loads, but the dogs appeared to have little or no strength and only a short run was made. Next morning the plan of campaign was reorganized, our loads being divided, one half being taken and cached some miles out on the trail, the residue being moved on the following day. Travelling in this way we could not hope to advance more than nine or ten miles in two days. Eventually owing to storms and the loss of more dogs we fell far behind even this schedule. During the day some caribou were seen on the hills but none were secured. The sun shone brightly and as there was little or no wind the country assumed a much more cheerful aspect, the only cloud on our horizon being the condition of the dogs. The second load was taken to a point a few miles beyond our advance cache. During the afternoon three caribou were seen crossing the river ahead, all of which were later shot by Koukookto, when we brought the sleds up to the point at which he had made the kill we camped for the night to allow the dogs to feed on the parts of the caribou which could not well be moved with us.

During the day we had passed along the southern

....boundary....

boundary of an area that was undoubtedly an ancient sea bed. Cut banks along the river showed a cross section of fifty feet in depth consisting of a light blue clay which had become quite hard and which was filled with sea shells. This formation continued about seven miles along the river bank and apparently extended some miles to the northward. The formation of the rest of the country along this section of the river was archean, the hills being low and the water courses wide and flat, the whole having been subjected to very heavy glacial action. As we proceed inland vegetation became more plentiful, the river flats and lower plateaus being covered thickly with a coarse grass, patches of moss and heather with occasional willows.

On the 23rd, two sleds returned for the cache made on previous day, reaching camp again at 10 a.m. We proceeded with these loads about fourteen miles up the river when five caribou were seen. The loads were cached, and a hunt made, but nothing secured. We then returned to camp, which was reached at 7.30 p.m. One dog died during day.

One more dog died during the night of the 24th, the best of the team. Broke camp at 9 a.m., reaching lower end of Simpson Lake at 4 p.m., where we camped in two old igloos which had been built by Pelly Bay natives (Akovolig-

....juaks)....

48

Caribou - Boothia Pen.

juaks). Weather fine with temperature plus 10. The country is rolling with gravel hills, some igneous rock showing in places.

On the morning of the 25th, one sled returned for the back cache, all the rest hunting along the shore of Lake Simpson. One more dead dog this morning. Temperature 10 above, but weather foggy.

An Akovoligjuakmeut trail was found leading towards Pelly Bay. This we later followed as more dogs were necessary to take us to Repulse Bay, which was still 250 miles distant.

Broke camp at 8 a.m. on morning of the 26th. Another dog had died during night. Made good run with very light load to an advance cache. Built an igloo early, and during the afternoon, Nahooviak shot five caribou which were much needed as all the store of dog food I had cached at Kog ma tolle had been abandoned. We made about sixteen miles during the day, but still have part of the outfit back at our previous days camp. We awoke on the 27th to find a blizzard in progress which kept us in the igloo until the following day when the wind slackened.

I and five native men started ahead with an advance load. Travelling east, the easterly end of Lake Simpson was

....reached...

reached when the course was shaped northeasterly over the hills which are here much higher and getting rougher. Seven miles from camp a blizzard from the west came up suddenly and quickly developed into the worst storm of the year. The loads were cached and the empty sleds headed for the igloos. These were reached after nine hours of strenuous work, all of us being frozen in one or more places, myself in seven, including both my forearms.

The morning of the 29th was still very stormy but by noon the wind had dropped sufficiently to let us get away. When the cache on the hill tops was reached one large igloo only was built, as we were out of seal oil and very short of coal oil, a few gallons having been lost through the failure of a container. From this point on we were reduced to burning one primus stove and that only long enough to melt enough snow for drinking water. Nahooviak shot two caribou on trail, which he brought to camp.

On the morning of the 30th, a load was taken ahead. It had been hoped to reach salt water but much time was lost cutting through the ice on a small lake to get drinking water. Nahooviak shot eight caribou some distance back in the hills and I got one quite close to the camp.

May 1st was clear, but cold. We travelled only

....three....

three hours to the lake where the water hole had been opened and spent the rest of the day bringing up the eight caribou killed in the hills back of camp.

We broke camp at 9 a.m., leaving a load of meat for a later trip, the advance cache was still ahead. Passing the cache at 10 a.m., and following a narrow stream, which falls rapidly over a series of cascades, we reached a larger stream which comes in from the north. This in turn ran into a wide valley which was followed east for seven miles, when salt water at Pelly Bay was reached. Simpson Peninsula was in sight from the high land before reaching camp and many islands were seen to lie in Pelly Bay, the most notable being one known as Akovoligjuak, so named from its resemblance to a right whale. It is from this island, the outstanding landmark of the district, that the local natives take their name.

On the 3rd, travel was impossible on account of high winds, so the day was spent in bed to save fuel.

On the 4th, the weather was somewhat improved and two trips were made to bring up the rest of the outfit. During the evening an Akovoligjuak native and dog team came into camp and spent the night with us. He reported a sealing village ten miles to the south east, but told us that

....nearly....

nearly all the Akovoligjuakmeuts had gone to Repulse Bay to trade.

On the 5th, Nahooviak and Koukookto returned for the last load, the Akovoligjuak native and the rest of us moving to the seal camp which was reached about noon. Here we built an igloo and during the afternoon I arranged to hire three dogs at $5.00 each for the round trip to Repulse Bay. We moved everything but the final load this far as we had the extra native team to help us. At 9 p.m. Nahooviak and the last load arrived.

The 6th was spent in camp overhauling and again reducing the outfit, as it was necessary to make the trip to Repulse Bay without relays as our fuel was almost exhausted and food none too plentiful, our last case of hard tack having been partially soaked in coal oil. Arrangements were made for seven more dogs to accompany us to Repulse Bay and seals and fish bought for dog food.

We broke camp at 6 a.m. on the 7th, and moved south to a second camp 2½ hours distant, where I hoped to secure a few more dogs, but where I found none available. Here we built an igloo and camped for the night.

With our outfit on board two sleds we left camp at 5 a.m. on the 8th and travelling due south, reached land

....in five.....

in five hours. Nearly a foot of fresh snow had fallen making the trail very heavy which with much of the trail lying through rough ice made our progress slow. When land was reached our course was changed to easterly and after five hours slow travel we reached a fairly large stream where fresh water was obtained by digging through sixty five inches of ice. This not only gave us unlimited water but enabled us to save our coal oil which was getting perilously low.

On the following day it stormed heavily, only clearing at 8 p.m. so no move made. Koukookto had left us at the last seal camp and an Akovoligjuak boy, Mounagh, was taken in his place. At this camp Nahooviak decided to turn back so our party was reduced to four in all.

On the 10th, the weather turned very warm, softening the snow and making the trail very bad. We started with full loads, but soon had to put all our dogs (16) on one sled making short relays. Travelling this way we made poor time up the stream until 4 p.m., when an old igloo was reached where we camped for the night.

On the 11th we broke camp at 4 p.m. in order to take advantage of the frozen snow, travelling up stream until 10.30 a.m. good time was made. Here another old igloo was

....reached....

Crossing Boothia Peninsula - April, 1926

On Lake Simpson - Boothia Peninsula
April, 1925.

reached and as the snow had softened, camp was made for the day.

On the 12th we broke camp at 2 a.m. and made fast time for eight hours. The first five hours was down a small stream and the remaining three over rolling hills. Camp was made on the summit of a ridge. The snow would no longer stand up for a roof of an igloo, so we built only a four foot wall and drew a sled cover over the top for a roof.

On the 13th, we had another blizzard which kept us inside all day. The canvas roof was not securely fastened and in the morning we found everything inside the igloo was under a foot of drifted snow.

The early part of the day was spent in freeing our igloo from snow and properly securing the canvas roof, the rest in our sleeping bags as we were now drawing on our last few quarts of coal oil and could not afford a fire.

The formation of the country from Kog ma telle on the Murchison River to this camp has been of rough igneous rocks, both sides of Pelly Bay being rugged and comparatively high. A limestone area crosses the southern end of Pelly Bay and oontinues east and west, the eastern extension reaching Committee Bay. A considerable part of the area charted as water at the southern end of Pelly Bay is in reality a

....

low lying limestone country with the higher archean hills visible further to the south which have manifestly been mistaken for the southern coast line of the Bay.

Limestones reappeared about half way across Simpson Peninsula, the country consisting of wide level stretches well covered with grass with an occasional low gravel or limestone ridge striking north to south.

No caribou were seen on Simpson Peninsula but occasionally the tracks of small bands were crossed. Fox signs were not so plentiful as on Boothia but marmot abounded throughout the limestone areas.

Several of the streams entering Pelly Bay are well stocked with fish, some of which, in appearance, much like a lake trout, grow to a great size, sixty pounds not being uncommon.

The native reports would indicate that later in the season a great number of caribou pasture on the eastern side of Simpson Peninsula. They report also that the land on the western side of Committee Bay has for many years been the range of a number of musk ox.

On the morning of the 14th, the weather had cleared and the temperature risen to above freezing. At 4 a.m. we broke camp heading south easterly and after ten strenuous

....hours....

51

Nearing Pelly Bay - Boothia Peninsula
April, 1925.

hours in the soft snow reached the shore line of Committee Bay where we were glad to camp for the night. The aneroid indicated a drop of three hundred feet between this camp and the last but as atmospheric conditions were changing constantly, this reading may be far from correct. It is certain however, that throughout the day a series of plateaus were crossed, the elevations decreasing as the coast was approached. This last day had seriously affected the eyes of all of the party, all of whom had already been suffering in this respect. The fine weather on the 14th had led us to hope that the storms were, for the time at least, over but the early morning of the 15th disillusioned us as we woke to the music of a heavy blow from the north west. Fortunately our next course lay east of south, which placed the storm behind us, so in spite of the fact that we were certain to get our clothes and bedding very wet we dreaded to push ahead.

Following the western coast of Committee Bay over smooth ice which had been blown free from snow fast time was made throughout the day. About twenty five miles south of our night camp igneous rocks reappeared on the coast line, which formation continued until Repulse Bay was reached. Towards evening the ice conditions changed from perfect to

....quite....

quite rough with deep fresh snow, the temperature being too high to allow the day's drift to pack. A camp was made in an abandoned native igloo which marked the trail of the Akovoligjuakmeuts enroute to Repulse Bay.

The condition of the party at this stage of the trip, while not critical, had reached a point where it might easily become so, the chief threats coming from the condition of our eyes and the serious fuel shortage. This last, however, was not the problem it would have been at an earlier stage of the journey as only a serious fall in temperature could make it dangerous. We did what we could to relieve our eyes by in turn holding to the back of a sled, meanwhile walking with our eyes shut, but as this sooner or later led to a bad fall not a great deal of relief was possible.

We were again on the trail at 2 a.m. on the 16th., with the storm blowing even more strongly than on the preceding day but we felt that we had reached a point where the best policy would be to push ahead in spite of weather conditions the post at Repulse Bay being not more than one hundred miles distant. Near the foot of Committee Bay we found two native families encamped, they having decided that the weather was too rough for travel. We spent an hour in

....their igloos...

their igloos and then pushed ahead hoping to reach the northern end of the portage across Rae Isthmus by night. The trail however, proving to be very rough with much soft snow, evening found us still six miles short of our objective. Here we again camped in a deserted igloo. The natives passed during the day were members of the Akovoligjuak settlement returning to their own country from Repulse Bay. These people purchase no food from the traders, depending entirely upon the country for their subsistence. Their spring diet consisting almost entirely of marmots of which they had secured an abundant supply on Rae Isthmus with plenty more awaiting them on Simpson Peninsula. The average catch of white foxes in the Pelly Bay district for the preceding winter had been about ten for each hunter, three hundred in all being secured. It should not however, be inferred that the country is lacking of fur, the comparatively small catch indicating rather that by far the greater part of the season was spent in securing food and fuel, the taking of fur being only incidental to their ordinary routine. By the morning of the 17th., the wind had gone down but the country was lost in a heavy white mist which was a greater menace to our already almost useless eyes than even bright sunlight. Getting away from camp at 4 a.m. the land

....at Rae...

at Rae Isthmus was reached in two hours. For some five miles we had travelled easterly but from here our course lay to the south part across a wide grassy flat which constituted the delta of a stream entering Committee Bay at this point and then a short distance up the watercourse to a point where our trail climbed steeply several hundred feet to a grassy plateau which was dotted with ponds and small lakes. After travelling twenty miles, at this elevation, in a southerly direction, a camp was made in an old igloo. During the forenoon we had passed one more native family headed for Pelly Bay.

Next morning a very early start was made as it was hoped that a forced march would bring us to salt water and to within an easy run of the trading posts. During the early part of the day our trail dropped from the high plateau country to a chain of long narrow lakes which were followed throughout the rest of the day. On these lakes and their connecting streams water was beginning to show on top of the ice, a fact which enabled us to almost entirely dispense with the use of fuel. A short stop was made at each of two native camps which were encountered along our trail. They reported themselves as three days out from the trading posts but as they move very leisurely this did not

....necessarily....

necessarily mean any great distance. It was their intention to remain where we saw them for several days during which time it was hoped to secure enough meat, chiefly marmot, to ration them across Committee Bay. After having travelled fifteen hours with the coast line not yet in sight we built a rough snow and canvas shelter where we spent the night.

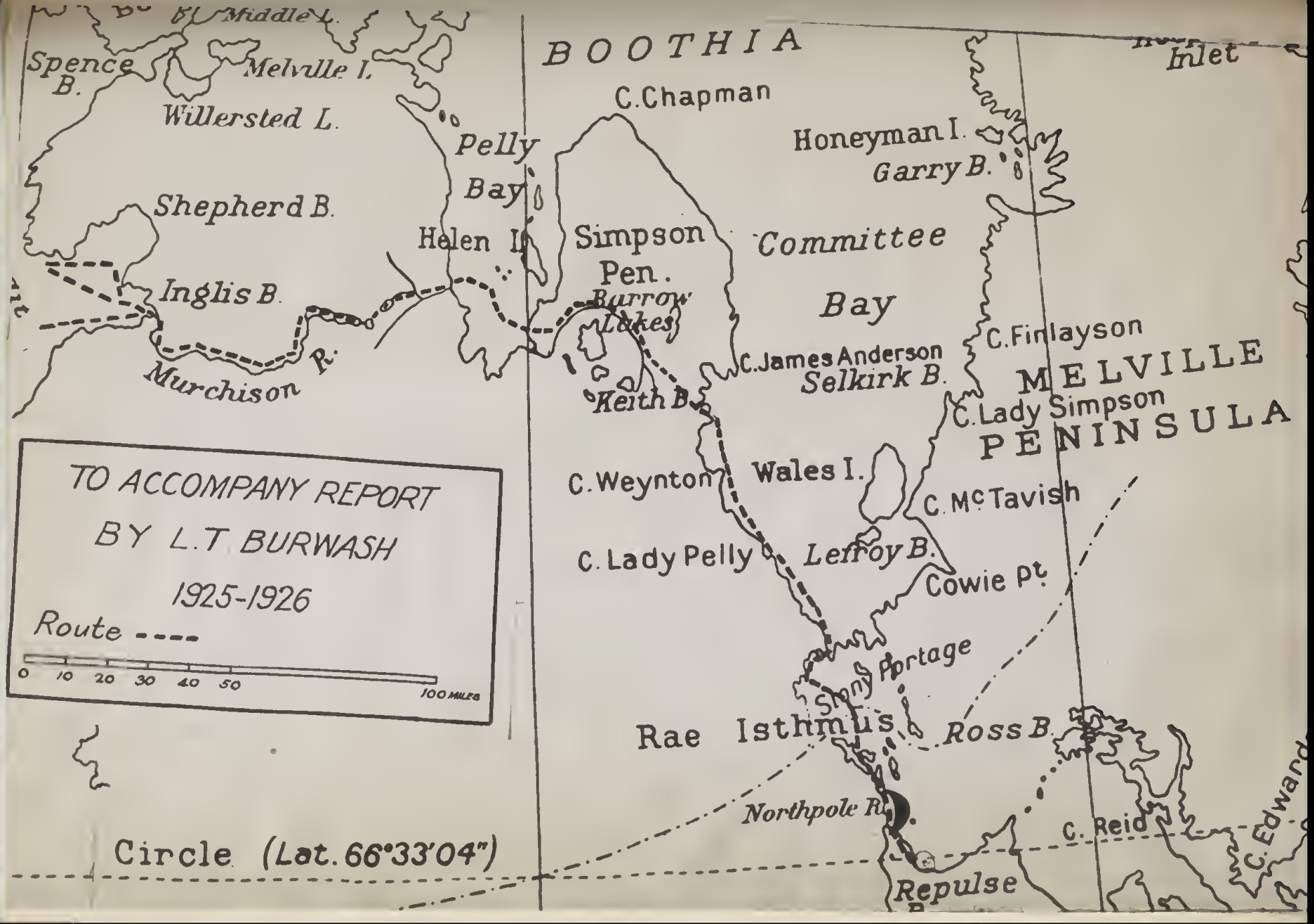
Our next day started at 3 a.m. the air being still and the temperature fairly high but everything was enveloped in a white mist. Everyone was to all intent and purposes blind, the white glare causing our eyes more than a little pain so we decided that this should be our last camp before the trading posts were reached even if we found it necessary to travel throughout the next night or to abandon our loads as these could quite easily be salvaged later, neither of these more or less extreme measures were, however, called for as the posts were reached at three o'clock in the afternoon. Here we were most kindly received by the agents of both Companies who did all in their power to make us comfortable. The natives, who had accompanied me, were billetted with the Hudson's Bay Company post servants, while I was given quarters in the Company's house.

During the last day of travel our trail lay along

52

L. T. Burwash
Repulse Bay
May, 1926

H.B.C. Post - Repulse Bay


TO ACCOMPANY REPORT
BY L.T. BURWASH
1925-1926
Route ----
0 10 20 30 40 50 100 MILES
Middle I.
Spence B.
Melville I.
Willersted L.
Shepherd B.
Inglis B.
Murchison R.
Pelly Bay
Helen I.
BOOTHIA
C. Chapman
Simpson Pen.
Burrow Lakes
Keith B.
Committee Bay
Honeyman I.
Garry B.
Inlet
C. Finlayson
C. James Anderson
Selkirk B.
MELVILLE PENINSULA
C. Lady Simpson
C. Weynton
Wales I.
C. McTavish
C. Lady Pelly
Lefroy B.
Cowie Pt.
Stony Portage
Rae Isthmus
Ross B.
Northpole R.
C. Reid
C. Edward
Repulse
Circle (Lat. 66°33'04")

the chain of lakes which had been our pride on the previous day. This watercourse discharges into the extreme westerly end of Repulse Bay, a small rocky hill immediately adjoining its mouth on the north, being the site of the winter quarters used by Dr. Rae of the Hudson's Bay Company more than seventy years ago. The stone foundations of his building are still intact. After reaching the salt water ice the north coast line of Repulse Bay was followed in an easterly direction for twelve miles when the Hudson's Bay Company and Revillon Freres fur posts were reached. At the time of my arrival the Hudson's Bay Company interests were in the hands of Mr. Copeland with Mr. A. Hunter as his assistant while at the Revillon Freres post Mr. R. Stewart was in charge with Mr. Conrad as assistant. Both Companies have good houses, stores and warehouses and appear to work without the personal feeling that is more than often found to exist between rival fur traders.

CHAPTER X.

During the two days following our arrival a heavy storm from the north east was in progress which kept everyone indoors. We were fortunate in reaching the post when we did as on neither of these days could we have made

....headway....

headway against the storm.

On the 22nd., I said good bye to my Eskimo helpers who on that day started on their long return journey to King Williams Land. I had equipped them with a very light sled which their dogs could easily handle over bare ground so while their return would be slow even the coming of summer would not leave them stranded.

The country around Repulse Bay consists of bold hills of igneous rocks between which lie grassy valleys, the hills are rugged and rise to a considerable height behind which lies a series of high plateaus. The limits of navigation of the waters of Repulse Bay, Frozen Strait and Roes Welcome cannot with any certainty be defined as heavy floe ice is never very far distant and a combination of wind and tide may at any time block the harbours and bays. The posts are the trade headquarters of four distinct groups of natives. The Akovoligjuakmeuts from Pelly Bay, the Ivilingmeuts, who are natives of Repulse Bay, the natives from Lyons Inlet and a more northerly group based on Iglulik at the southern end of Fury and Hecla Strait. The hunting grounds of all of these bands appear to be fairly productive, cases of distress being uncommon although occasionally the Iglulik people, when travelling northward, have suffered

....from....

from famine at times with fatal results.

Within a few days, the greater part of which was spent indoors, my eyes became more or less normal again, and arrangements for continuing the trip to Chesterfield Inlet were commenced.

It had been my intention to proceed by dog team following the western coast of Roes Welcome southward but from information and advice I received at Repulse this was changed and a whale boat with a native crew secured, the mid channel through Roes Welcome, which is open the greater part of the winter, being declared the easier and much the quicker way of covering this part of the journey. There was much to be done before this could be attempted. The whale boat was to be dug out of its winter covering of snow and afterwards overhauled. The proposed crew to be brought from outlying camps and an outfit suitable for some days stay afloat to be gotten ready. On the 31st. of the month all arrangements being complete the boat was loaded on a large sled drawn by twenty nine dogs and we were once more on our road to civilization. As the weather was warm and as there was good travelling light throughout the night, our departure from the post was not made until six o'clock in the evening, night travel being much easier

Hauling whale boat to open water
Repulse Bay, May 31st, 1926.

Held in the floe -
Roes Welcome
"Chester" looking for a
lead

on our eyes. The party consisted of four natives, Chester, Quashi, Evalung and Mahdi and myself, Mahdi being brought along to take the dogs back to the post. Chester, the old man of the party was an ex-whaler, having spent many years in the employ of Captain Comer and other well known northern sea captains. Quashi, Chester's son, the owner of the boat and Evalung, a youth from Lyons Inlet, who acted as general helper.

Leaving the post we struck easterly across the bay towards Beach Point, much of our trail lay over glare ice the warm sun having melted the snow, its place being taken by pools of water which rather added to the ease with which we could move our heavy sled. An eight hour continuous run brought us to the first of a chain of small islands lying off Beach Point where it had been hoped to find open water, but the channel at this point turned out to be choked with floe ice. As open water could be seen about three miles to the east, after resting a few hours, we pushed ahead. Our good trail had been replaced by very rough ice which called for strenuous work to negotiate, five hours being taken on this short section of the trail. Everyone being thoroughly tired out a camp was built, the sail of the boat being used for a tent, where we remained until the

....next....

Native crew of boat
Roes Welcome, June,1926.

next morning.

While in this camp the first heavy migration of ptarmigan was seen, many hundreds passing all being enroute north to their breeding grounds on Melville Peninsula. During the evening our open channel filled with floe ice and it was not until noon of the following day that we were able to launch the boat. Mahdi returned from her to Repulse Bay with the dogs and as we had a light favouring wind we hoisted the sail and made good time until two o'clock when heavy floe ice was encountered which delayed us until seven o'clock on the morning of the 3rd. The wind having gone down we drifted with a moderate tide until mid afternoon when a north westerly wind sprang up which carried us along at a good rate. By five o'clock we were off the mouth of Casagea River, a place noted for Casagea or fresh water seal. No ice developing and the wind holding we sailed throughout the night reaching the north headland of Wager Inlet at five o'clock on the following morning. The tides enter Roes Welcome, from both the south and north meeting opposite Wager Inlet, causing a very heavy floe in and out of its entrance. With much heavy floe ice about the crossing of this Inlet is never attempted except during slack water, so four hours were spent awaiting more favourable conditions. Then with the tide slack and a

....light....

light northerly wind we headed for the south coast. Light fog had been drifting about during the early morning but the hills four miles away on the south side of the inlet were visible. Shortly after the north shore was left the little wind we had left us and the fog thickened until no land could be seen. All hands took to paddles, our cars being rendered useless by the high load we carried. In midstream heavy floes were met through which we were fortunate in finding leads, and the south coast was reached shortly after noon. At our point of landing no shore ice was found, the ice foot with steep cliffs behind rising many feet out of the water. An easterly wind came up which quickly developed into a stiff blow against which we beat our way for the next four hours when a possible harbour was found. As the tide was beginning to flow further progress was rendered impossible so the boat was anchored to the shore ice until 9 p.m. when we continued our trip, a strong head wind still blowing. By three o'clock next morning the sea was getting very rough and as the tide was due to flow again a camp was made on the ice where we slept until noon. Conditions being still unfavourable it was decided not to leave this camp until they improved. No land has been seen since leaving Wager Inlet but this was no doubt due to the height of flow ice west of

...our course...

Jar seal - Roes Welcome

Quarter bred negress
Depot Island

our course as we were not more than fifteen miles off shore.

At 9.30 on the morning of the 6th., a fair lead opened to the south which was followed during the day. With little wind to help, slow time was made and by 3.30 p.m. not more than fifteen miles had been gained. Many reefs showed along this part of the coast on which much heavy ice was anchored and which formed barriers where the fields of floe ice made our progress slow and most uncertain. Two small herds of walrus were seen during the afternoon but were not molested as we had no use for the meat or hides. Towards evening a combination of head wind and tide forced us to haul our boat onto the floe where we stayed until 4.30 the following afternoon. An effort to proceed had been made at seven o'clock in the morning but after launching and loading our boat the ice swung in quickly and we were just able to get our load off and the boat up on the ice again when it closed.

Starting at 4.30 p.m. a fair two hours run was made which carried us up against a jam where it was necessary to haul out quickly on junk ice. This could not be depended upon to hold together should the floe move. Everything was well until three o'clock next morning when we found ourselves adrift. Loading as quickly as possible the boat was worked

....through....

throug. the junk ice to a small lead which took us to a solid pan where we tied up to await developments. No open water could be seen and at 11 a.m. we were again driven onto the ice. Through the night the ice showed signs of riding over our pan and it became necessary to move our load and boat some distance back from the edge.

On the morning of the 9th., a small lead opened towards the west leaving a road to much safer ice than that upon which we had been camped so a move of about a mile was made and a new camp built.

We had fully expected to reach Chesterfield Inlet before this. The outfit had provided for not more than an eight day trip. At this camp we found ourselves in a good sealing area and during the day Quashi and Evalung each made a kill helping out our larder materially.

Next morning a pan about ½ mile wide had anchored immediately in front of us, but beyond which a good lead opened during the afternoon, to which the boat and outfit were hauled and good progress made until midnight when the tide changing we pulled upon the ice for the night. At 6 o'clock next morning we were again afloat and made fair progress until noon, the tide then forcing us onto the ice until 4 p.m. when we again went ahead. Three hours later

...we ran....

we ran into the tail of a jam in which we became involved and eventually hauled out on a moving pan where we spent a hectic night dragging our outfit and boat here and there to prevent its being crushed by ice which rode over the pan on which we had camped.

At 2 o'clock next morning a change of tide opened a narrow lead to the shore ice. We took advantage of this to reach a safer camp where we had breakfast. Good water showing, we were on our way again at 5 a.m. and made a good run until noon when we again went into camp having had little rest for many hours. At 6 o'clock a wide lead opened two miles west which meant we were again adrift and well out in a heavy floe. An anxious hour was spent in clearing the floe, small leads to the north west enabling us to reach open water, a fair wind was blowing with more open water in sight than we had yet seen on the trip. Whale Point was visible some miles to the south west with open water between. Good time was made, Whale Point being quickly passed and the course held for two hours beyond when a change of tide with high wind and rain drove us on to the ice for the night. High wind with snow kept us in camp until 2 p.m. on the 14th., when we pulled out heading for Cape Fullerton which was passed shortly after six o'clock.

...The shore...

The shore ice was followed until 10 p.m. when camp was made on the floe.

A surprise was in store for us as early next morning we sighted another whale boat hauled up on the ice a short distance to the south west. Breaking camp we moved to where it was and found a Royal Canadian Mounted Police hunting party in charge of Constable W. B. MacGregor, a second boat with its crew being camped some distance further south. Both boats were based on Depot Island which lay twenty miles to the south.

As our diet for some days past had consisted entirely of seal meat we all more than enjoyed a civilized meal after which the three boats joining forces headed for Depot Island hunting the scattered floes enroute and securing for the effort one walrus, two square flipper seal and one jar seal.

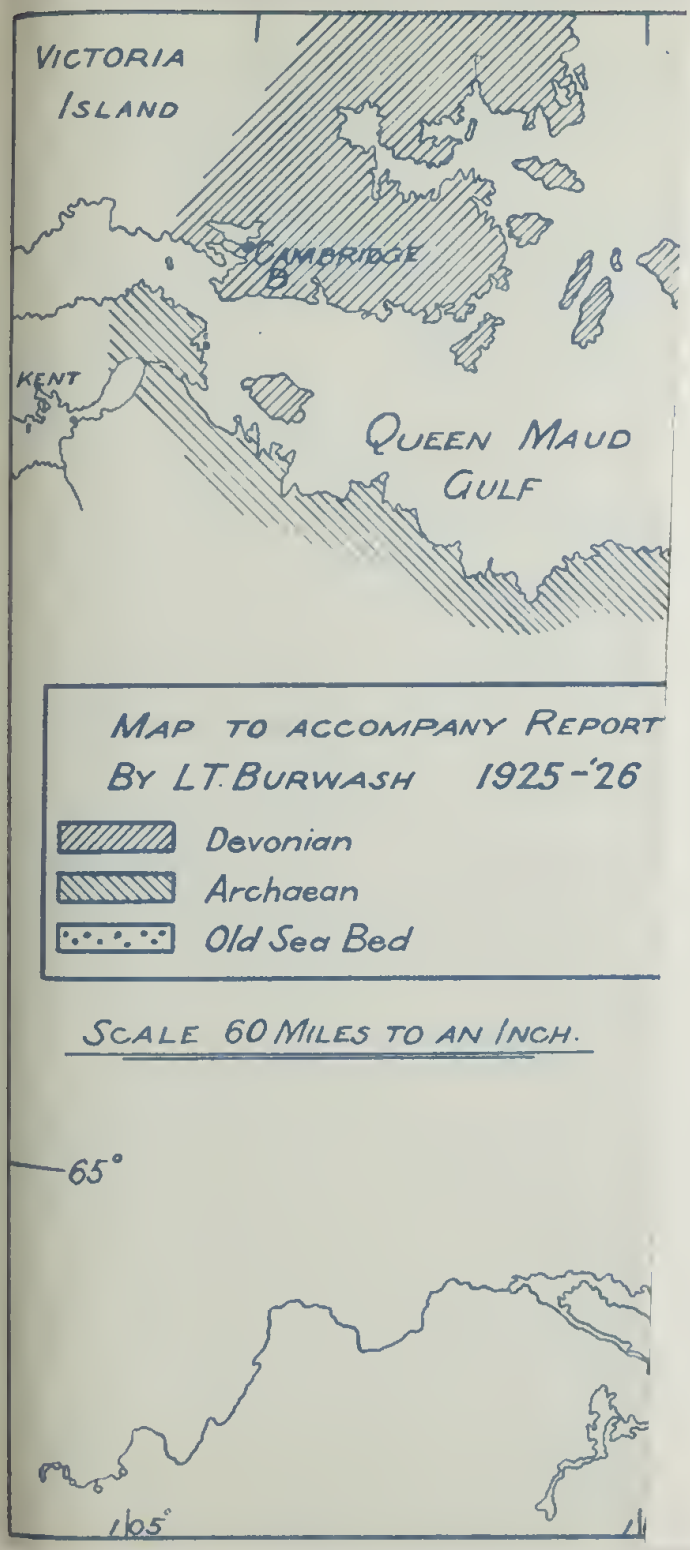
The police camp was reached during the afternoon and we got our fett on dry land for the first time in sixteen days. Some food having been borrowed from the police it was decided to remain a few days on Depot Island, chiefly as we were all thoroughly tired of the boat but also to allow several old Eskimo buildings to be examined. Our visit lasted until the 21st., the time being occupied in excavating

...old....

old stone igloos and in securing photos of the country and people. The snow had entirely disappeared from the land but the seaward view gave an impression of anything but summer. Large floes were always within sight which occasionally drifted in on the island when, for the time being, they seriously interfered with the progress of the hunt and making it during our stay at the island, rather unproductive.

Constable MacGregor decided to visit the police post at Chesterfield so on the morning of the 21st., the three boats set out to beat their way down the coast beating against a strong south east wind. After an uneventful day camp was made on the ice within about twenty five miles of Chesterfield. During the evening a fourth boat arrived having left Berthe Harbour (near Wager Inlet) some days before. Next morning saw all four boats under sail by 5 a.m. still beating against a strong head wind. By noon a point off the mouth of Chesterfield Inlet had been reached so the course was changed to the west and a two hours with a strong wind on our brought us to the settlement of Chesterfield Inlet. As the Harbour had not yet opened everything was unloaded on the floe edge and transported by sled to the post, the boats being hauled up on a bar off the harbour mouth. An

....arrangement...


VICTORIA ISLAND
CAMBRIDGE B
KENT
QUEEN MAUD GULF
MAP TO ACCOMPANY REPORT
BY LT. BURWASH 1925-'26
Devonian
Archaean
Old Sea Bed
SCALE 60 MILES TO AN INCH.
65°
105°

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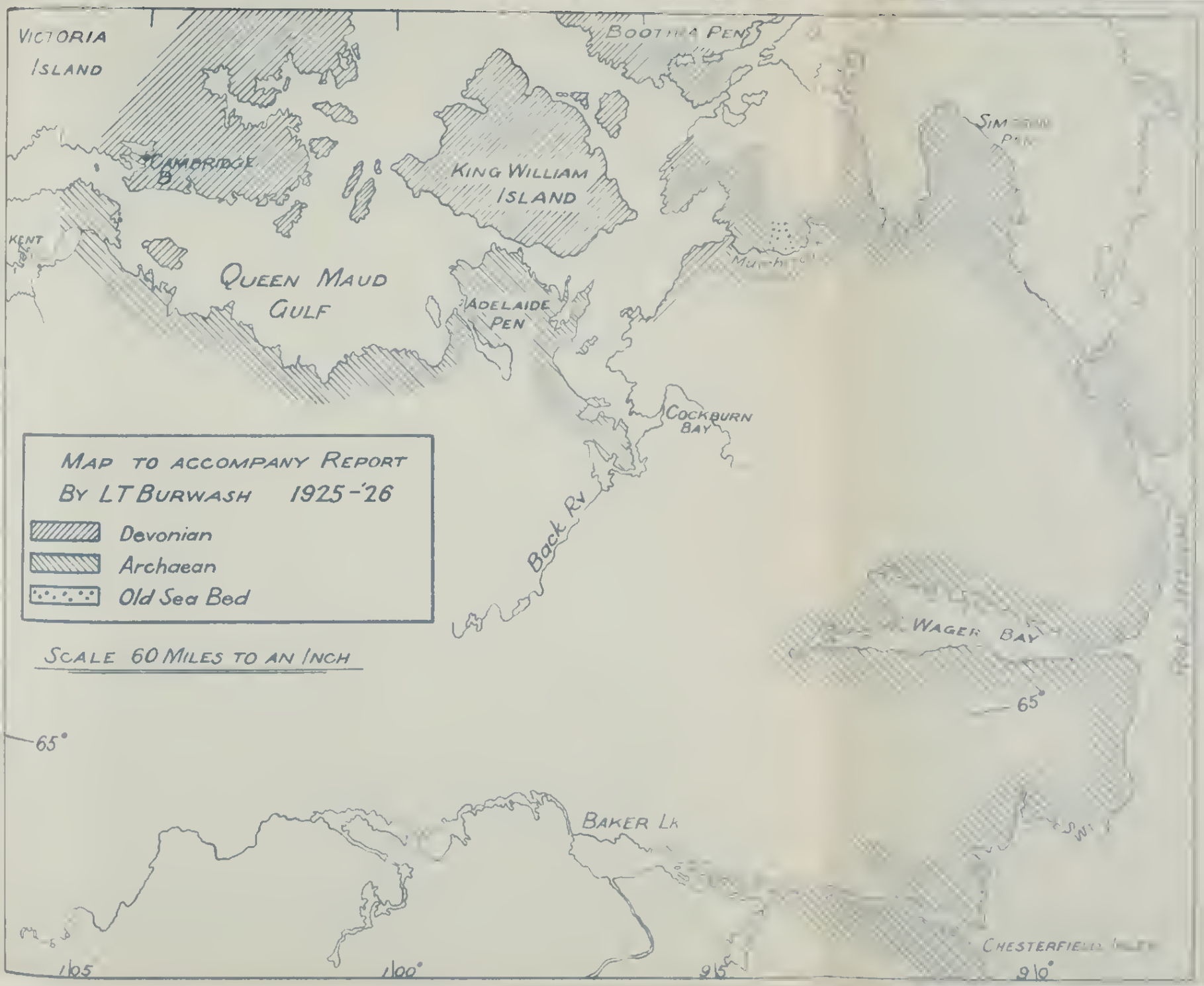

VICTORIA ISLAND
BOOTHIA PEN
CAMBRIDGE B.
KING WILLIAM ISLAND
KENT
QUEEN MAUD GULF
ADELAIDE PEN
COCKBURN BAY
Back Ry
WAGER BAY
65°
65°
BAKER LK
CHESTERFIELD
105
100°
95°
90°
MAP TO ACCOMPANY REPORT
BY LT BURWASH 1925-'26
Devonian
Archaean
Old Sea Bed
SCALE 60 MILES TO AN INCH

arrangement was made with the agent of the Hudson's Bay Company, Mr. Learmonth for me to take up my quarters at the Company house the natives being supplied with tents.

CHAPTER VI.

During the trip from Repulse Bay little was seen of the coast line the only camp on land being made at Depot Island. Where the coast could be seen the country appeared to consist of comparatively low hills with much igneous rock exposed. From the distance these appear to be barren but on our one visit to land it was found that the valleys were well covered with grasses. No doubt this condition maintains along the greater part of the western coast of Roes Welcome. At the mouth of Wager Inlet where we followed closely to the coast line many tracks of caribou were to be seen in the snow lying on the hillsides and the natives stated that this was a good hunting ground in the late spring. As Chesterfield Inlet is approached the hills become much lower until the country appears almost flat but the geological formation was unchanged. The waters of Roes Welcome was well stocked with sea mammals, several herds of walrus being seen and square flipper, harp, fresh water and jar seal fairly plentiful. The natives reported that later in the season many

....white....

H.B.C. Post - Chesterfield

White Whale - Chesterfield

white whale would be found and that when the shore ice leaves fish would be plentiful in a number of the tributary streams.

Chesterfield Inlet was found to consist of a Royal Canadian Mounted Police Post, sub-district headquarters of the Hudson's Bay Company and a Roman Catholic Mission, but no permanent Eskimo homes. The police are well provided for by two houses, each of two stories, one of which is now used as storehouse and office, native quarters and a smaller warehouse.

The Hudson's Bay Company have a residence, store and warehouse all of which are large and well equipped and the mission consists of one large building which is used both as a residence and as a church.

The police detachment is composed of a corporal and two constables with a staff of four families of natives. At the Hudson's Bay Company there were Mr. Learmonth, sub-district Manager, Mr. H. T. Ford, local agent and two clerks, Mr. McHardy and Mr. J. L. Ford, while the mission staff included the Bishop of the North Pole, two priests and a lay brother. The country within a radius of fifty miles of Chesterfield is not overly productive of either fur or caribou, this settlement being chiefly used as a base for

...the several...

60

Chesterfield Inlet mother
and child

the several outlying posts that surround it, two of which are located on Baker Lake, one on Kazan River, one at Eskimo Point and one at Wager Inlet. It was understood that two additional posts were to be added to this chain during the past fall, one at Cockburn Bay and the other at Maguse Lake. Several of these posts are located in good fur areas but all of the district can be well served by fewer posts.

The caribou migration follows a line paralleling the coast and from fifty to one hundred inland. The sea is not too plentifully stocked with sea mammals or fish but they are present in sufficient numbers to meet the needs of the local inhabitants. Chesterfield Inlet was not a centre of native population prior to the advent of the white men but their coming has attracted a number of families who now work with this point as their base.

The spring progressed slowly and it was not until the 8th of July that the winter ice left the harbour. It was not greatly troubled with floe ice later.

The harbour itself is large and deep but is very badly exposed to the north east winds which are prevalent during the open season.

During the latter part of July a number of

....harbours....

Baker Lake Women

White Fox in trap

Repulse Bay native - "Byeandbye"

Pelly Bay Native
"A-ma-ow-ya"

65

Hudson Strait Native
Stupart Bay
"Lucas"

66

Half bred Portugese
Repulse Bay

"Kayakjuak"

67

Akovoligjuak Woman
Pelly Bay
"Ak-ko-a"

68

Netselingmeut Man
Boothia Peninsula

"Oojuk"

69

Akovoligjuak Man
Pelly Bay

"Tootper"

70

Akovoligjuak Man
Polly Bay

"Neettayuk"

71

Akovoligjuak Woman
Polly Bay

"Akkoa"

72

Akovoligjuak Woman
Pelly Bay

"Toodli"

ok
.02

74

"Angote" - Akovoligjualmeut
Boothia Peninsula

75

Agovoliggjuak Igan
Polly Bay
"Ootak"

Native Women -
Chesterfield Inlet

Eskimo Children - Chesterfield

Native Hunters - Chesterfield

Wild Flowers - Chesterfield Inlet

Wild Flowers - Chesterfield Inlet

Wild Flowers - Fort Churchill

Native Types -

Chesterfield

83

84

Native Types

Chesterfield

Native Types -

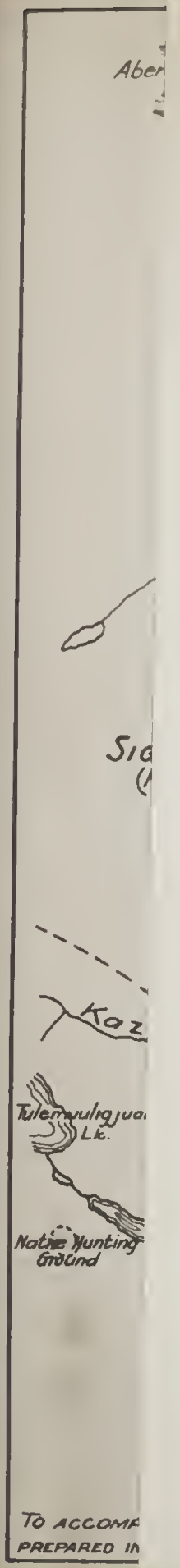
Chesterfield

87

88

Native Type -
Chesterfield

H.B.C. Has Schooner "Fort Chesterfield"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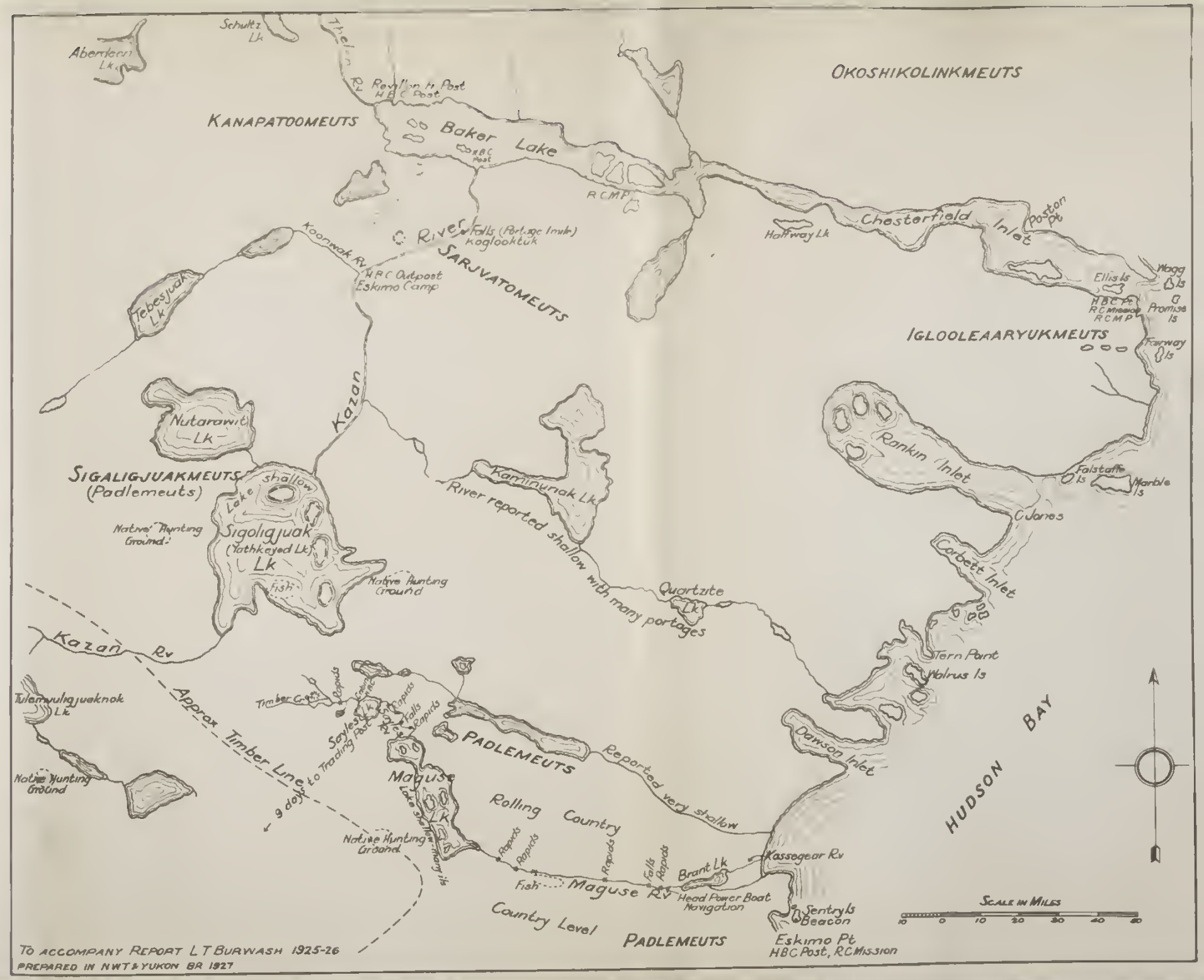


TO ACCOMPANY REPORT L T BURWASH 1925-26

PREPARED IN NWT & YUKON BR 1927

harbours along the north coast of the inlet were visited but while several of them would serve very well as post sites if small supply ships were used, none, however, would be large enough for the type of ship at present in the service.

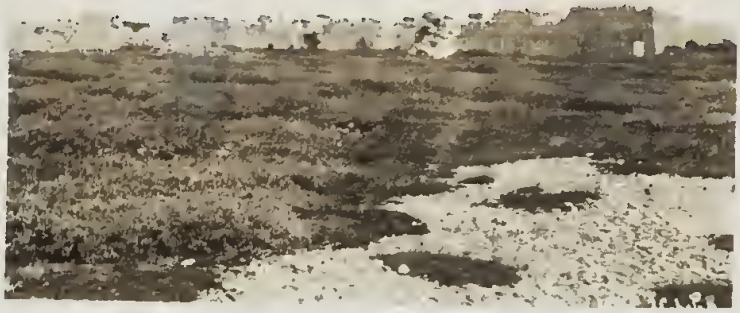
The lot of the natives hunting inland from Chesterfield has not been a uniformly happy one; the police reports showing that food has at times been extremely short, much relief being called for with cases of death by starvation occuring when relief was impossible.

By early August the population of the settlement had been greatly imcreased by the arrival of a number of Hudson's Bay Company employees from outlying posts and of many natives all of whom had come with the hope of meeting Mr. Sale, the governor of the Company, who, it was thought, intended to visit the north on the Company's new supply ship the "Bay Rupert". When the ship arrived on August 6th it was learned that the governor had not carried out his first intention, having remained in southern Canada.

CHAPTER XII.

Passage was secured on the Bay Rupert for civilization and on the 8th, after two days of strenuous activity

...on the...



Fort Prince of Wales -
Churchill

Showing wall Fort Prince of Wales

on the part of the Company employees and their native helpers the ship sailed for Fort Churchill and other points in Hudsons and James Bays. Nine o'clock the following morning found us four miles off Eskimo Point where a number of Company employees, two missionaries and two natives were to disembarked. A high wind was blowing and the sea was rough but the passengers were gotten aboard a small gasoline launch which with a whale boat containing baggage in tow headed for shore. The launch with its passengers reached their objective but the tender swamped and had to be abandoned. The whale boat and a part of its load were salvaged from the ship. Although much of the baggage was either lost or ruined by water the passengers could consider themselves rather fortunate as the venture was anything but well advised.

Fort Churchill was reached on the morning of the 10th when the ship anchored in a large and well protected harbour. Drawing twenty two feet of water, no difficulty was found in crossing the bar at the harbour mouth.

As Fort Churchill is the port for a number of posts, including Nelson and York Factory, five days were necessary to discharge cargo.

Fort Churchill and the Churchill River form the

....southern....

Arsenal Fort Prince of Wales

Fort Charlton - H.B.Co.

southern boundary of the Barren Country in so far as the west coast of Hudson's Bay is concerned, a branch of the Chipewyan tribe of Indians replaces them in the country immediately to the north.

On the northern headland at the entrance to the harbour is located Fort Prince of Wales, one of Canada's historic land marks. Though now a ruin it will for all time mark the outstanding structural achievement of the north. Built of gray granite with massive walls 307 feet in length, which once mounted numerous cannon, it now stands a monument to its builders as lasting as the hills which surround it.

On the southern headland of the harbour lie the ruins of a battery which originally supported the fort in case of attack. It will always be a matter of regret that those who showed such determination and resourcefulness in preparation lost heart and failed so utterly when the crisis for which the preparation had been made, presented itself.

The settlement of Fort Churchill consists of a well built Hudson's Bay Company post and an Anglican Mission. These buildings are located at the extreme westerly end of the harbour and cannot be reached by ocean going ships. Warehouses have been built on the south shore of the harbour four miles east of the trading post at which our cargo is

....discharged....

discharged. On the north side of the harbour an abandoned Royal Canadian Mounted Police post is to be seen which has now fallen into a state of disrepair, some of the buildings having been torn down. At Fort Churchill the casual labour is performed by Indians, no Eskimos being seen during the time the ship was in port but a number visit Churchill periodically to trade.

On the 15th, the ship sailed for Charlton Island which is the distributing centre for all James Bay posts. No ice was encountered until a point opposite Nelson was reached when light floes were met which delayed the ship until daylight on the following morning. The south western area of Hudson's Bay appears to form a pocket which collects and holds floe ice until well on in the season the ship's officers who have made many trips in Hudson's Bay stating that ice is to be expected in this area at all seasons. The water routes leading to Churchill are not generally handicapped in this way.

Charlton was reached on the early morning of the 19th. Here the settlement was found to consist of large warehouses and some summer residences, all the property of the Hudson's Bay Company, which are occupied from the coming of the supply ship until the supplies are distributed to the

....various....

various posts. During the winter the only residents are native watchmen. The harbour is formed by an island which, lying off Charlton, gives full protection from any wind. Each season a temporary landing stage is erected which greatly facilitates the handling of cargo, more of which is discharged at this point than at any other along the itinerary of the ship.

The area of this island is possibly 1000 square miles of low rolling well timbered country which harbours many coloured fox. Lakes and well defined streams are numerous in a number of which fine brook trout are found. As a day on shore exhausted the possibilities of Charlton, on the 21st and 22nd a side trip was made by schooner to Moose Factory, the District Headquarters for James Bay. Here by far the largest settlement of the north was found. Located on a large well timbered island in the mouth of the Moose River it has every appearance of an ordinary northern Ontario town. The buildings built when this was the port for many of the inland posts are complete in every detail as to residences, stores, warehouses, saw mill and workshops, to which is added a well ordered farm and market garden where both horses and cattle are in evidence.

The native population are well provided for with

....two...

two story frame houses to the proper use of which they appear to be well accustomed.

From Moose Factory the main line of the Canadian National Railway is easily accessible by canoe, several choices of route being available. The shortest of these connects with the northern terminus of the T.N.O. Railway which is now at Island Falls on the Abitibi River and only one hundred miles distant from Moose Factory.

On the 25th, the ship turned northward taking a direct course for Chesterfield which was reached after a 732 mile run. On the 29th., after a stop of a few hours, the journey was resumed with Southampton Island as the next port of call. The Hudson's Bay Company post which is located at the northern end of South Bay on an inlet known as Coral Harbour was reached on the morning of August 31st. The day was spent in discharging supplies for the Company store and material with which to erect a Roman Catholic Mission which would be under the care of a Father and Brother who had come from Chesterfield. The present Company post consists of a residence, store and several smaller buildings, one of which has been built to house a machine for the reduction of oils from sea mammals.

The geological formation of Southampton Island is,

...in the....

in the vicinity of the post, Devonian while some distance to the north archean hills are to be seen. Much of the country is rocky and barren but grasses, mosses and flowers may be seen where a shelter from the wind has been afforded.

The harbour gives good protection but is shoal on nearing the coast the ship anchoring about a mile from the buildings. This area has been a fair producer of white fox and is rich in caribou despite its being rather overrun by wolves. The waters adjoining, however, are disappointing in regard to sea mammals and fish. Many walrus frequent some of the rocky island off the coast but these are difficult of access and both seal and fish are scarce.

Leaving Southampton on the evening of the 31st., Harrison, a settlement on the eastern coast of Hudson's Bay, was reached on the 2nd of September. At this point both the Hudson's Bay Company and Revillon Freres are established both posts being well equipped. While the posts are located on the mainland, which places them in Quebec, many of the sea mammals used at the post and a percentage of their fur are secured on the islands off the coast which come within the limits of the North West Territories. This condition also exists at several other posts [illegible] the eastern coast of Hudson's Bay. The territory tributary to this settl

....has ..

has established some very good records as a fur producer but is not consistent some seasons falling short of others to even a greater extent than is found in other areas. The migratory habits of the white fox are most marked both here and at other points along the eastern coast of the Bay. Rumours of mineralized areas, which it is said give promise of economic value are common along this coast line but, with the possible exception of the Belcher Island iron deposits, no specific cases are mentioned.

The waters are poorly stocked with sea mammals but at seasons fish in fair quantities are secured. On the land caribou are practically non-existent. The territory may be summed up as a good producer of white fox but it is otherwise unfitted to support any large native population.

The harbour is large and well protected but shoals on approaching land. A good inner harbour for smaller boats lies in front of the posts. Leaving Harrison on September 5th., Wolstenholme was reached on the following day. This settlement is in northern Quebec, at the western entrance to Hudson's Strait, on a coast line where the hills rise to 2000 feet or more from the water. A small land locked bay makes a good harbour for the Hudson's Bay Company post which constitutes the only activity existing at this point.

....The country...

The country is reported as being a fair producer of white foxes but destitute of caribou. Sea mammals are obtained from Mansel and Nottingham Islands which are a few miles off the coast. Fur outposts are maintained by the Hudson's Bay Company on these islands and a percentage of the Wolstenholme catch is secured from them. The native population cannot be said to be in good circumstances.

During the stay at Wolstenholme it developed that an outpost located at Cape Smith could not be outfitted by the local transport and the"Bay Rupert" therefore returned 147 miles to the south reaching Smith Island on September 7th. Here a day was spent, a new building being erected and cargo discharged. The Hudson's Bay Company post at Cape Smith is located on an island and is therefore in the North West Territories but the greater part of their fur will undoubtedly come from the Province of Quebec. The country tributary to this post will compare in every way with that adjacent to Wolstenholme.

Leaving Cape Smith on the evening of the 8th., a stop of an hour was, next morning, made at Wolstenholmo, the ship then turning eastward along Hudson Strait. A strong head wind with a heavy sea made progress slow, two days being required to reach Lake Harbour, which is only

...250 miles...

250 miles distant from Wolstenholme.

Lake Harbour situated on the northern coast of Hudsons Strait is the oldest Hudson Bay Company trading post on Baffins Island having been established a little more than twenty years ago. The settlement consists of an Anglican Mission in addition to the Company post. The natives at this point are comparatively well to do, caribou being plentiful during the season and sea mammals to meet any native demand being available. as a fur area, however, the surrounding country is not of the best. Two other Hudson's Bay Company posts are located along the north side of Hudson Strait to the westward. These three posts are more than sufficient to meet the needs of the local population.

The harbour is formed by a deep inlet and gives ample protection but it is reached by a long and none too straight passage. The tides along this section are heavy. Lake Harbour claiming a rise and fall of more than thirty feet.

The south coast of Baffins Island is well known to be a potential producer of graphite, mica and garnets and may eventually develop mining areas of value.

Upon reaching Port Burwell two days were spent at anchor. This settlement is located on an island lying off

...the north...

the north eastern angle of the Province of Quebec. Under the recent Labrador boundary decision the line cuts this island from north to south, the western section lying in the Dominion of Canada. As there is still some question as to the location, at this point, of the dividing line between the Province of Quebec and the North West Territories, the jurisdiction over the Burwell area is still in doubt. The country produces little fur and no caribou but is rich in harp seal and cod fish. The settlement consists of a Royal Canadian Mounted Police post, the Hudson's Bay Company, a Moravian Mission and a small native population. Its chief value lies in the fact that it is the port of entry for all the territory to the westward. The harbour is good but often blocked by ice and the country extremely rough affording only indifferent sites for building purposes.

A more suitable location for a port of entry can, no doubt, be selected. Here a word concerning general ice conditions throughout Hudson Strait may be in order. The heavy floes enter the strait from the west and would flow freely out to the Atlantic waters were it not for these headlands which, each supported by outlying islands, form barriers to its easy progress. The first of these is Cape Wolstenholme which with Nottingham and Salisbury Islands

....obstruct....

obstruct the western entrance. The coast line from Fairness to Big Island with its islands and reefs again check the ice while Cape Chidley and the Button Islands finally prevent its easy discharge into the north Atlantic. The line of travel followed by the only ships regularly plying these waters touches the coast at Burwell and again at Wolstenholme at both of which points heavy ice is frequently encountered. A ship avoiding these points would experience much less difficulty in reaching the open water of Hudson Bay.

Leaving Burwell on September 14th., St. Johns, Newfoundland was reached on the 30th., calls having been made at Hebron, Ford Harbour, Mukkovik, Rigolette and Cartwright, but these several posts all lying beyond the confines of Canada will not be covered in this report further than by the introduction of a few illustrations. The last stage of the journey, that from Newfoundland to Ottawa was made by rail and water, Ottawa being reached on October 10th, 1926.

CONCLUSION.

In General -

In the transition of any native race from their

...original...,

original modes of living to modes approaching civilization several well recognized stages must be passed through. In each a parting of the ways will be met, one trail leading to improvement, the other to conditions more undesirable than their aboriginal life or even to complete extinction. On each trail are opportunities for advancement but also dangers. There is no short road to civilization, for along the way lessons must be learned and mental progress made, but by care and effort on the part of those who come in close contact with the native and on the part of those entrusted with the administration of the laws of the country in which the transition is taking place, the opportunities may be accentuated and the dangers minimized.

In Particular -

As the native peoples to whom special thought is here being given are the Canadian Eskimo, their evolution only will be discussed and the examples and settings will be drawn from them and their country. The picture of an Eskimo as visualized by most will serve well to introduce our primitve man. Dressed in fur and armed with bow and arrow and bone headed spear he stands looking out on an endless field of ice, behind him his home - a house of snow or tent

....of skins...

of skins in which huddle his wife and children. Unimproved or uncontaminated by civilization, his carriage is free and his eye clear; his world consists of his family and a few friends and relatives scattered over a land that, to the uninitiated, appears to be the embodiment of death but to him a land of promise not only of food and warmth but of all that can be desired. The fields of ice will, he knows, provide seal which mean food and heat. Soon the caribou will return and with them more food and clothing and later the streams and lakes will open and from them he will draw fish, while later still birds and their eggs will fill his cup of contentment.

As he takes a firmer hold on his spear and steps out across the ice he does so without a fear, knowing that he is the master of a world which to him appears to be a generous one. He feels that by night he will be home again dragging with him a seal. His children will eat and be happy. He knows no other care.

As he scans the horizon a small black dot catches his eye. His optic telegraph signals "an Eskimo friend" and he corrects his course to join forces with the black dot and learn "whats what" in the country beyond. The dot grows until it assumes a more definite outline and with it grows

.... a doubt....

a doubt. The dot refuses to develop along a proper line. The man hesitates as the dot resolves itself into a man, a sled and many dogs. This is not at all extraordinary but still the man feels that all is not well. Presently the human part of the dot waves one arm above his head and then our man knows that to him this will be a more than eventful day for, were the other man an Eskimo, he would raise both arms over his head after which he would squat down and then again stand erect. This other man must be someone, something from somewhere beyond his ken.

The two, our man and the stranger, draw closer, our man moving slowly, the stranger with a quick and eager stride. They meet without any recognized form of salutation and converse as best they may. Our man has started on the long and dangerous trail that leads to the knowledge of the world. Had he known that the stranger, innocent and kindly as he appeared, had at their meeting forged the last link in a chain which would bind him and his fellow Eskimo to civilization, and had he realized even a part of what this bond would mean, he would have been at a loss to know whether he should laugh or weep, for he then had reached the first great fork in his road and his feet were now firmly set on a trail that he and his children must forever

....follow...

follow. Together the two return towards the "home". Today a seal will not be necessary as the stranger has said that on the sled is plenty to take its place. Our man and his family are introduced to strange and pleasing food. Soon the stranger brings from the sled many curious things which he exhibits and demonstrates the use of each; a bright object proves to be a knife much better than those of flint or horn which our man has always used, a small black object called "iron" can with a little work be transformed into a strong and very keen spear head, another instrument called a "file" cutting the iron without difficulty. Later, more wonders are unfolded and their uses extolled.

Hesitatingly, our man asks if it is possible that the stranger could spare even one of these many wonders and is told that it might be considered. It transpires that, while the stranger has a small surplus of knives and iron and files, there is a very great shortage of fox skins in the far distant country from which he comes and while he would be glad to give one of his wonderful knives he would be better pleased if he had a fox skin which would enable him, when reaching his own country, to replace the knife. Our man feels that fortune is almost too kind. Some happy

inspiration had prompted his wife to balance the end of a slab of rock on the end of a caribou bone in such a way that it fell on a fox when he was investigating the bone. The skin of the fox was really intended to form the basis of the first garment for the latest arrival at the home, but the baby lived in its mother's hood and could well wait until another fox was careless. The fox skin was produced from among the caribou skins of the bed and our man became the undisputed owner of the most wonderful knife in the world. Before sleep closed the day it transpired that the stranger would consider more transactions of a similar nature. Our man felt that his cup of joy would not be quite full until he had aroused in the hearts of his fellows a feeling of envy of his good fortune. The stranger was still feeling acutely the shortage of foxes, so it was decided that next day should see our man and the stranger on the road to the main sealing camp of the tribe. When this was reached, more people were made happy with knives and iron and files and another community sold its birthright of independence. Was it for a mess of pottage?

A few days spent at the seal camp taught both the stranger and the natives much. The stranger learned that many foxes lived close by; the natives, that foxes would

...secure...

secure for them almost anything the stranger carried with him. When the stranger left it was with an assurance that when summer came he would return with a boat bringing everything the natives could desire and that thereafter he would make his home near by and supply them, in exchange for the skins of foxes, with whatever they might want.

The community resumed its normal life, for while the newcomer had left many articles, nothing yet suggested that they should change their ways of living, but the women and even some of the younger men were more interested in securing foxes as they had seen many things that they coveted and the stranger had said that he would return.

With summer came the caribou, and while the natives were busy with bow and arrow and spear, the visitor returned and demonstrated to them his greatest prize - a rifle. He had come in a boat, very large to the native, and soon erected a home for himself and his merchandise. The natives who had shown foresight and secured foxes acquired more wealth, some aspiring even to a rifle. The rifles were wonderful in their effect and killed many caribou but it was soon found that their noise so frightened the game that those of the natives depending upon their bow could secure practically nothing. The rifle, therefore, quickly

...developed..

developed into not only a most useful implement but into a necessity and a most important parting of the ways presented itself. The straight road led through a country of bows and spears - the other through one of rifles and cartridges. Along the straight road a bountiful living might be had but the novelty of the newer trail won the day. Had the native been able to look ahead and to comprehend the many new problems that would present themselves along the way, including as they would the financing of rifles and ammunition besides the taking of many foxes which would involve the loss of much time formerly devoted to securing food and oil and clothing for himself and family, which road would he have taken? Was it wise to wander from the quiet old trail which needed no foreign innovations to the noisy road which, while novel and therefore attractive, depended entirely upon his ability to purchase from the stranger and also limited the hours which could be given to securing the necessities of life, without greatly adding to his standard of living? To turn back to the old world it would be necessary for all to turn together, for the old time hunter in an attempt to compete with those using the new methods, could hope for little success, and the interloper, who had much at stake, would, without trouble, hold some to the

....newer...

newer road.

As time passes it develops that help would be needed to operate the trading post. The natives hitherto had always been willing to help in whatever way they might but at times the stranger, now known as the trader, would be left alone. An offer of unlimited tea, biscuit and trade goods without having to find foxes seems too good to be true, so one native and his family abandon their traps and hunting grounds and take up their residence at the post. Here they live in what, to the others, appears as luxury, doing odd jobs for the trader and eating and sleeping in comfort and even drawing from the resources of his store without giving foxes in exchange.

The post native becomes the envy of the others and soon shows a disposition to exert the powers of an under lord. He has sold his independence even more completely than had the others but, in their eyes, has risen to a higher social level than they had before considered possible.

Others of the natives begin to lengthen their visits to the post with a hope that they too may draw on the traders' bounty which, even though it is slow in forthcoming, sooner or later makes their former life distasteful. The time lost from the hunting field quickly shows in their

....physical....

physical condition and in their clothing, but still they stay hoping that they may eventually fit into the traders scheme of things, each week and each month weaning them further from their former life of activity. With the passing of time the whole of the native population becomes infected with the desire to make the traders post their headquarters, spending only a minimum of time in supplying topeks with food and with skins for clothing. (Had this condition been foreseen much might have been done to lessen its evil by the refusal of credits, the selling of practically no food supplies or of imported clothing and the importation of any necessary native help from a more advanced native community).

The natives, with the traders aid, have learned much about trapping and each season the toll of foxes increases, but the number of foxes taken matters little for, though in their primitive state they had looked into the future far enough to provide food and skins for a coming winter, fox skins, in their eyes, are secured primarily for the traders and no thought is given to keeping a reserve with which to purchase necessities at a later date. All fox skins are now delivered to the trader at the close of the trapping season, articles for immediate needs first being

....taken...

taken and any credit balance spent for whatever first catches the eye. Before the arrival of the trader every native knew that a certain amount of food must be secured and cached during the fall and early winter, for without this provision he and his family would suffer during certain seasons. Now that they have found that the trader will not let them starve, the necessity of forethought is no longer present. Tea and biscuit enoughtto keep body and soul together they may get on credit and this to them appears an easy substitute for the old time winter caches. Without realizing it, another fork in the road has been met and at this point there is but little doubt that the wrong turning has been taken.

It may generally be accepted that until the native has travelled far on the road leading to civilization the use of the trade store for any purpose other than to assist in securing a living in the primitve way will lead to his undoing, not only in regard to his physical condition but as to his general morals. It is not impossible, however, to remedy a mis-step taken in this direction, but to do so will involve a careful and painstaking effort by someone in authority who is not financially interested in the marketable produce of the country.

...The increase..

The increase in the production of fur due to a stimulus induced by the desire of the native to purchase has not gone unmarked by others of the tribe of traders, and not many seasons will elapse until a second and possibly a third stranger arrives in our community; they come with but one object in view - the securing of furs - and introduce a new phase in trade - competition. This phase will manifest itself in many ways - first, in higher prices for furs which, if the native had even rudimentary ideas of a proper system of purchasing, would tend towards general betterment but which, under existing conditions, he hails as a further release from the necessity of economy or of provision for the future. Other effects of competition show in largely increased credits to the hunter and the use of more native labour on the posts. A further and possibly the most unfortunate development will be the introduction of fur runners, who, wandering out over the trapping grounds, relieve the hunter of his fur at a time when his wants are nil and leave him more or less destitute during the following spring and summer.

Our primitive man, who we met first on his way to get a seal which, on that day would have been all sufficient for himself and his family, has, with his fellows,

....followed....

followed the road to civilization, taking first one turning, then another; travelling without intelligent advice he has almost completely failed to recognize its advantages but seldom fails to blunder into its pitfalls. Today, after several years, he will be hard to recognize. His dress will be a hybrid consisting partly of worn-out furs, the rest of the cast-off clothing of civilization. His air of assurance is gone and given place to perplexity. His larder, once uniformly well stocked, is empty or nearly so and his credit with the trader seriously strained. It is true that a day on the ice might yield a seal which would relieve the situation for the moment but this seems only a trifling matter when he is out of tobacco, his canvas tent is in rags and the spring of his gramaphone is broken. With a sigh he sits down to think things over but gets no further than to wonder just where the big mistake has been made, and who has made it.

Had he the power to see with his minds eye "what might have been" or "what may yet be", the picture would not be so cheerless. Either would show a community, industrious, largely self sufficient, and thankful that civilization had come to them, but the first "what might have been" can never be fully brought to life. "What may yet be" is now a

...picture...

picture limned by an inferior artist from which much must be wiped out and redrawn by a stronger hand, the chief concern at present being that the inferior artist be either restrained from working further on the drawing or at least curbed until he shows a marked improvement in his art.

Few, if any, of our Canadian Eskimo can be said to have travelled far on the road to civilization. Any well directed effort to guide them as they progress further will have a double advantage; under present conditions they are absorbing some good that can be fostered, but much that is detrimental which will cost time, patience and money to eradicate. To correct the faults that already exist a policy featuring eradication of disease, development of remunerative industry with every incentive to live, as far as is still possible, on the natural resources of their various localities; the prohibition of trade goods in no way essential to native life, the encouragement of production of necessities from the sea life - both fish and mammal, careful guidance in methods of hunting by land and instruction in conservation of food both during and after the hunt should be initiated.

Schools intended for the benefit of Eskimo children should be so located as to permit of instruction in native methods of securing a living, a subject which should

....form....

form an important part of the course of study. Taught in a school well situated, with a competent native instructor in fishing, sealing, trapping, the building of snow houses, care and breeding of dogs, and manual training in the construction of native clothing and equipment, the children would return to their various communities fully prepared to follow the life they will lead from that time on. Every effort should be made besides, to impress upon them sound ideas of comparative values which, with the acquisition of the English language, the ability to read and write and instruction in elementary mathematics, might well complete the course.

Canada's Eskimo population, consisting of about 5,000 people, is scattered along the Arctic coast line and on the Arctic Islands, from the border of Alaska to Greenland and the Atlantic waters. To visit them calls for more than 15,000 miles of travel as their settlements are small and widely scattered. Stretching from east to west across the breadth of Canada they constitute the mainstay of the "thin red line" of a pioneer army ever engaged in warfare, not against a human army, but against equally deadly foes - the tempest, cold, darkness and famine, wolves which ever haunt the door of an Arctic abode. For centuries

they have kept their line unbroken, ever fighting with their face to the enemy, but with the coming of our vaunted civilization the front so long steadfast has weakened, and the whole is threatened with disaster. Had this, their greatest foe, come in the guise of an enemy the spirit and determination which had in the past carried them to victory, might still have won, but with an enemy disguised as a friend, using weapons which to them appeared not only harmless but entirely to their own advantage, they considered defence uncalled for and are now in the gravest peril of losing their last and greatest battle.

Today, an army of civilized raiders, tempted by hope of lawful loot is sweeping across the Northland, leaving little in payment and still less of the real benefits of civilization.

To recall the invaders would be to abandon to extinction a people so hard beset that they now depend for existence on what crumbs of civilization fall from the trader's table.

Even apart from humanitarian reasons, Canada would suffer a very heavy loss were the development of the Northland stopped or delayed, as it could not fail to be for many, many years without the co-operation of the Eskimo.

....The spoils..

Notes on tides, ocean currents and summer ice conditions along the Arctic coast line between Cambridge Bay and Melville Peninsula.

The tides throughout the above area are strongly affected, not only by the prevailing winds within the area, but by those active both in Beaufort Sea and Lancaster Sound. A north west wind blowing over Beaufort Sea will cause the water at Cambridge Bay to rise possibly eighteen inches above its normal even though the wind may be easterly at the point observed. It has also been noted that a northeast wind which has not yet developed at Cambridge Bay will cause a decided fall in the water. When either of these conditions prevail the distant wind causing them will develop at the point of observation within twenty four hours.

The normal tides at Cambridge Bay and King Williams Island were found to be as follows:

Cambridge Bay - observed from August 22nd to September 1st, 1925.

Maximum normal rise and fall 25 inches, which increased to 34 inches and fell to 11 inches as the result of wind conditions.

King Williams Island observed from September 5th

...to...

to September 25th, 1925.

Throughout this period high winds prevailed which made it impossible to arrive at the normal rise and fall but the maximum difference between high and low was 32 inches. At this point a steady rise was observed which continued during 12 hours, the effect of the wind more than neutralizing the ebb of the tide.

Ocean Currents-

On these also the wind shows a marked effect but a normal current appears to enter Queen Maud Gulf from the west, turning northerly along the eastern coast of Victoria Island. A secondary current flows southerly through Rae Strait and easterly through Simpson Strait turning to the north when the main current from the west is met. On the 20th of August, Queen Maud Gulf was still covered by ice floes. During the following ten days while the prevailing wind blew from the northwest, the floe ice worked its way north and east between Victoria Island and the Royal Geographical Society Islands, heading in all probability for the Atlantic by way of Lancaster Sound. The ice conditions in the area south and east of King Williams Island appear to be most uncertain, little open water being reported before mid August

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with occasional seasons when the ice remains throughout the summer. Committee Bay is reported by the natives as being heavily encumbered by ice floes throughout the summer season. Both here and in the area immediately west of Boothia Peninsula, the natives do not use any type of boat. They report that open water is so uncertain that they cannot depend on sea food during the summer season. The general situation regarding tides, ocean currents and summer ice conditions may be summed up as follows:

> Tides rise and fall, light and affected materially by wind conditions. Ocean currents as outlined. Open season of navigation from Cambridge Bay to King Williams Island navigation possible for light draft boats for five or six weeks commencing about the middle of August, east of King Williams Island possible during the same period but doubtful at all times. Committee Bay - no open season of navigation.

Notes on Wild Life

For many centuries the Eskimo, a peaceful and industrious race, have made their home along the Arctic coastline of America. All sufficient to themselves, they neither knew nor cared what country or people lay in the unknown world to the southward. Occasionally, when raiding bands of Indians invaded their territory, they were met by a most passive resistance - the northerner asking for nothing but freedom to hunt the caribou and seals of his hills and water.

Living entirely on the wild life of the country, generation after generation existing on a diet of meat, fish and fowl, showed little or no signs of deterioration, either physical or mental. The hills of their country were richly endowed with caribou, their lakes with fish and wild fowl, and their coastal waters with sea mammals. With spear and bow they harvested their food, clothing, and oil for heat. Time has shown that between the natural increase of the wild life and the toll of the harvesters there was a most perfect balance and the wants of the native were amply met while the wild life in no way suffered.

With the coming of civilization the balance

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between reproduction and demand has been seriously upset. Different theories as to the cause of this have been put forward but among them none are unassailable from all angles. Up to the present time the fisheries have shown no signs of weakness, the supply today being as bountiful as in the past. The sea mammals have not been quite so fortunate, the varieties useful in the commerce of civilization - including the larger whales and the walrus - having suffered some almost to extinction, but others, including the various members of the seal family (the fur seal being excepted), and the smaller whales, are still to be found in undiminished numbers. On land the outlook is still darker. The caribou, which not only supply a generous proportion of the native food but whose skins are indispensable for winter clothing, are decreasing perceptably; the wild fowl do not come in their old-time abundance while the principle fur bearer, the Arctic fox, is showing signs of the heavy drain. No one cause can be ascribed for these several failures or threats of failure, a general statement that the slaughter by the poacher of civilization should be made to answer for all can in no way be substantiated by the evidence presented on the ground where the various classes of wild life appear to have each their own especial enemy. Before a cure can

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be suggested for what evils may have taken root in the Northland, a survey must be made to determine how each class of wild life has been adversely affected.

The injury done the larger whale and the walrus must be charged against the account of the white man - either he himself or natives in his employ - and using his equipment being entirely responsible for the slaughter.

The warfare against the fur seal is now a chapter in international history. The herds were threatened with extinction but the outcome being foreseen in time adequate measures were taken and a valuable asset of the North saved for posterity.

Possibly the greatest loss that could happen the sub-Arctics, would be the extermination of the caribou. It cannot be even approximately estimated to what extent the coming of civilization has affected the herds numerically but the effect on the native food supply is outstanding. No doubt, high power rifles now so universally used have taken a heavy toll from the caribou, but the alteration in the routes of migration caused by smoke from white men's posts and the concentration of people and dogs at various pivotal points, has had a more serious effect upon native life. The number of caribou actually killed by white men is

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not great enough to be considered and would in no way upset the balance between reproduction and drain and it is still an open question as to whether the toll taken by both whites and natives, of which the natives must be charged with not less than 95%, could not be paid without injurious effect upon the herds.

There is every reason to believe, however, that the turning of the main migration which forces the deer to seek new pastures and new fawning grounds will eventually decimate the bands. Following the migratorial routes of ages the caribou have found their summer pastures on the islands of the Arctic where food was plentiful, insect pests few, and few wolves to prey on the newly born fawns. Today there are large migrating bands that seek their summer pastures south of the Arctic coastline, where none of the advantages afforded by the islands are to be found. In these sections the native, who formerly awaited the coming of the deer that passed through or close by his home on the coastline, is forced to travel inland and make his hunt for caribou meat and clothing skins in the area where the deer find their summer pasture. Once having arrived among the herds he finds it easy to live upon the caribou throughout the

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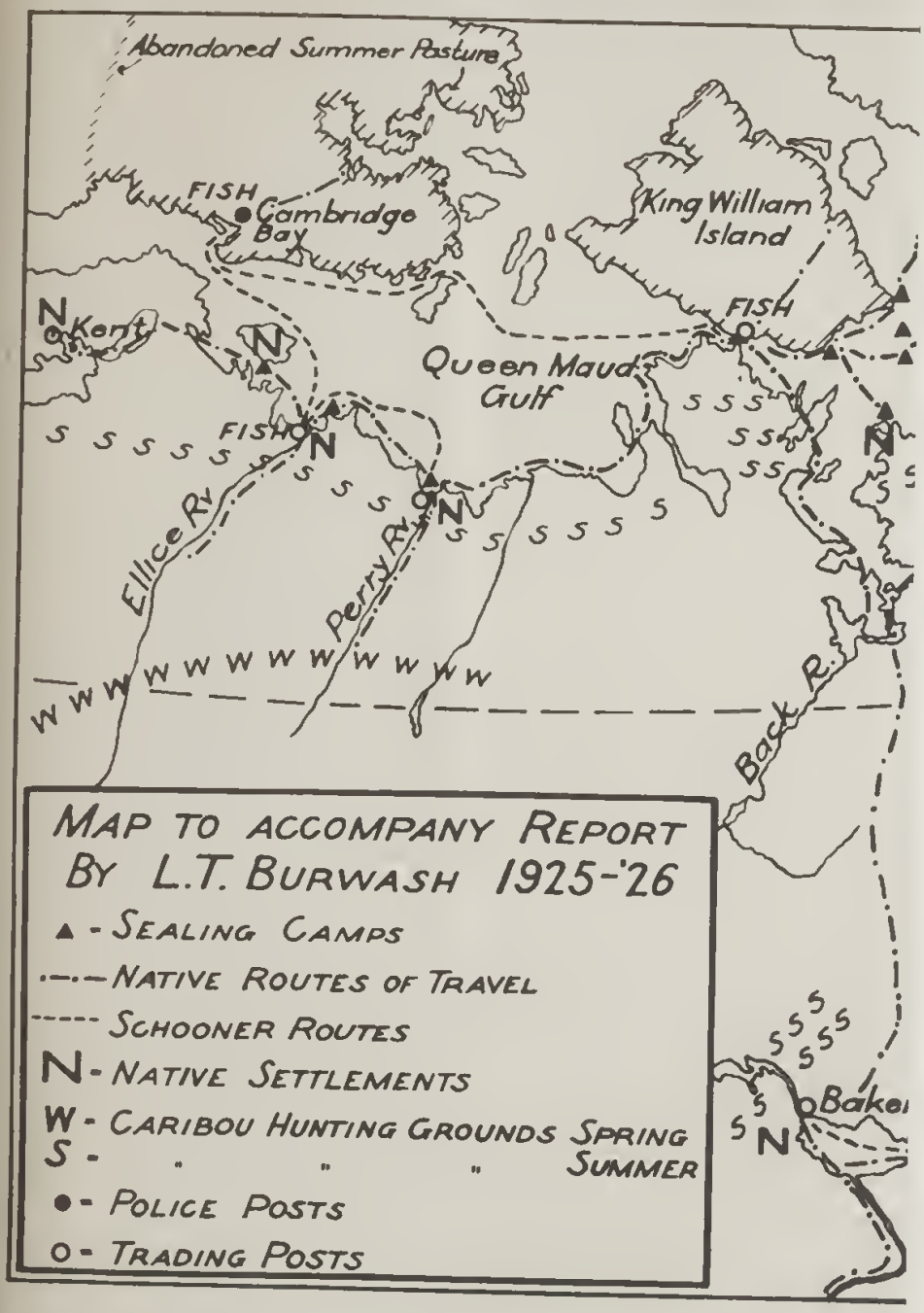
entire spring, summer and early fall, whereas, in former times, the caribou hunt lasted only for two comparatively short periods - one in the spring, the other during the early fall. The net result is that the caribou are called upon to supply much of the native food formerly drawn from the fish and from the sea mammals, causing a much heavier drain on the former, which, in time, may seriously reduce their numbers.

The danger to the white fox comes entirely from intensive trapping by the natives, to which he has been incited by the over jealous trader.

To localize the cause of the shrinkage in the numbers of wild fowl will undoubtedly be a most difficult task. These, without exception, spend only the late spring and summer season in the North, the rest of the year being spent on their migration and in countries far to the south. Close observation does not lead to the conclusion that either the white man or the natives now demand a heavier toll than was formerly taken but there is little doubt but that the number of birds grows steadily less. May it not be that intensive cultivation and increased population in more southerly countries should answer for this discrepancy?

In conclusion, it may be said that a sickness has

come upon the North but neither its cause nor its present extent nor its ultimate effect has been fully diagnosed. The Canadian Government recognize the ill and are sparing no pains in their efforts to effect a cure, but it now would appear that more time must first be given to ascertaining its real cause before a sure remedy can be applied.


Abandoned Summer Pasture
FISH
Cambridge Bay
King William Island
FISH
Queen Maud Gulf
Kent
FISH
Ellice Rv
Perry Rv
Back R.
Baker
MAP TO ACCOMPANY REPORT BY L.T. BURWASH 1925-'26
▲ - SEALING CAMPS
-·-·- NATIVE ROUTES OF TRAVEL
----- SCHOONER ROUTES
N - NATIVE SETTLEMENTS
W - CARIBOU HUNTING GROUNDS SPRING
S - " " " SUMMER
● - POLICE POSTS
O - TRADING POSTS

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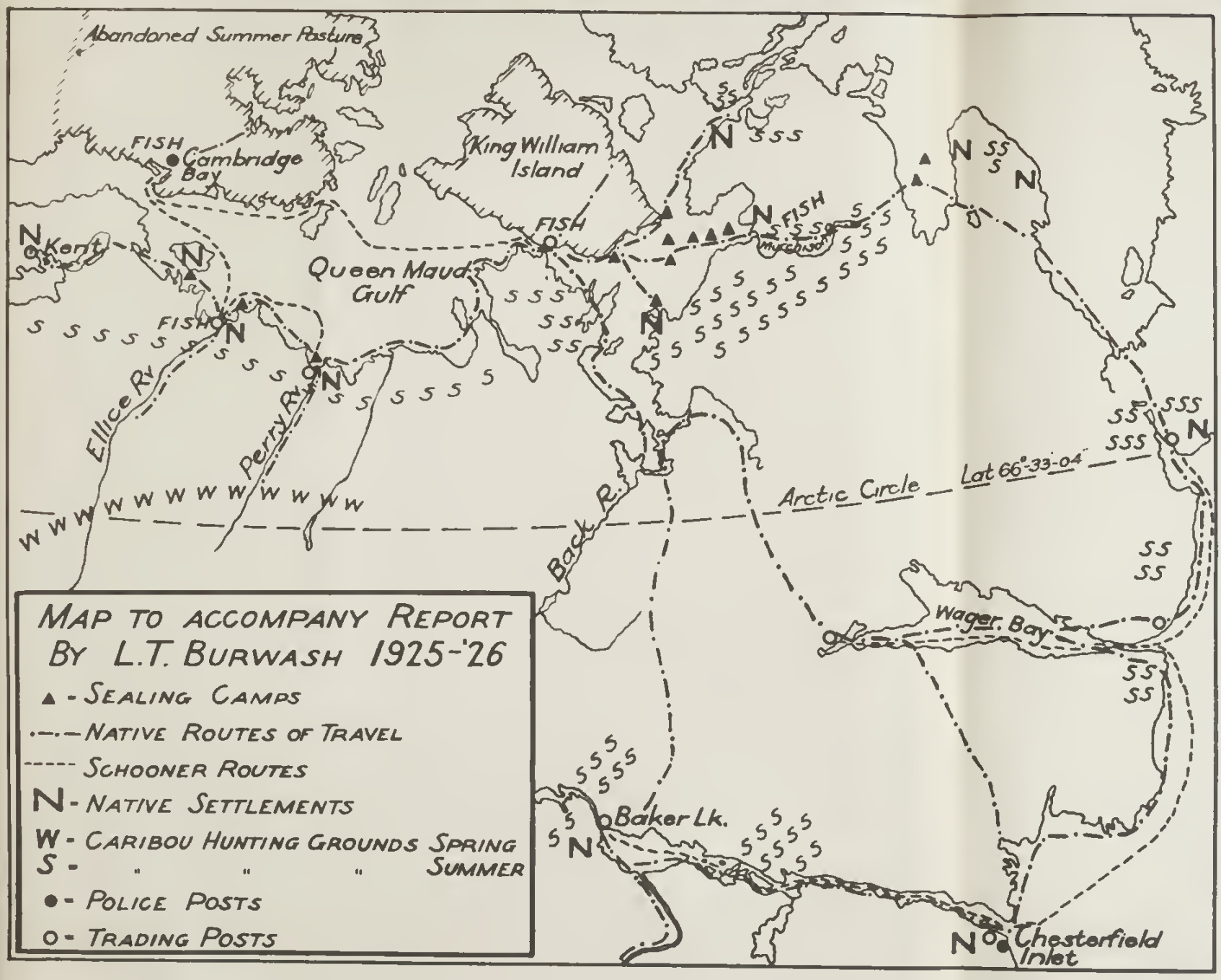
Abandoned Summer Pasture
FISH
Cambridge Bay
King William Island
FISH
Queen Maud Gulf
Kent
FISH
Ellice Rv
Perry Rv
Back R.
Arctic Circle
Lat 66°-33'-04"
Wager Bay
Baker Lk.
Chesterfield Inlet
MAP TO ACCOMPANY REPORT BY L.T. BURWASH 1925-'26
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